8000 Marine Firefighting and Salvage

8100 Introduction

8110 Purpose and Objective

The purpose of the Coast Guard Sector Los Angeles-Long Beach Marine Firefighting Response Plan was developed to ensure coordinated responses to marine fires occurring throughout the Area of Responsibility (AOR). This AOR encompasses the counties of San Luis Obispo, Santa Barbara, Ventura, Los Angeles and Orange.

The objective of this plan is to provide guidance to the Sector LA-LB watch standers and local fire agencies for fighting fires on vessels. It is not a succinct response plan for the many and various scenarios, but rather poses questions which all personnel involved need to consider. The plan also provides Incident Check Lists, strategies and tactics to consider or initiate during a major marine fire. And finally, it provides the criteria for decision-making, but not the decisions themselves.

This Marine Firefighting Response Plan comprised of the most current information available and is updated by the Coast Guard Sector LA-LB Marine Environmental Protection Department and incorporated into the Area Contingency Plan for the Sector LA-LB AOR. The Marine Firefighting plan is reviewed in accordance with Area Contingency Plan update requirements to ensure its currency in with an ever-changing port.

Suggestions for improvement and changes to this plan are strongly encouraged. The Coast Guard COTP is responsible for this plan and will keep it current by consecutively numbering amendments or by issuing a revised plan. Any detected errors, suggested improvements, or changes in equipment or facilities should be forwarded to:

Commanding Officer, Coast Guard Sector LA-LB

Attn.: Area Committee Co-Chair

Sector LA-LB

1001 South Seaside Ave. bldg 20

Phone: (310) 521-3600

San Pedro, CA 90731

8120 Coast Guard Authorities

Under 14 sec. U.S.C. sec 88 (b) the COTP Los Angeles-Long Beach may render aid and save life and property in the event of a marine related emergency (including fire), within the capabilities of available Coast Guard resources. The COTP has the authority to:

- Restrict vessel operations in hazardous areas.
- Direct the handling, loading, discharge, storage, and movement, including emergency removal, control, and disposition of explosives or other dangerous cargo or substances on any bridge or other structure on or in the navigable waters of the United States or any land structure immediately adjacent to those waters.

The COTP is also authorized under the Ports and Waterway Safety Act (33 U.S.C. secs. 1223, 1225) to direct the anchoring, mooring, or movement of a vessel.

Under the Clean Water Act (33 U.S.C. sec1321 et seq.) the Commandant of the Coast Guard, acting under the authority delegated him for pollution discharge response and removal, may, whenever a marine disaster in the navigable waters of the United States has created a substantial threat of pollution because of a discharge or an imminent threat of a discharge of large quantities of oil or a hazardous substance from a vessel, coordinate and direct all public and private efforts directed at removal elimination of such threat and summarily remove and, if necessary, destroy such a vessel.

The Intervention on the High Seas Act (33 U.S.C. sec. 1471, et seq.) extends the Coast Guard's authority to take similar action upon the high seas (i.e. beyond the three mile territorial sea). Specifically, it authorizes the Commandant of the Coast Guard to take such measures on the high seas as may be necessary to prevent, mitigate, or eliminate grave and imminent danger. The danger can be to the coastline or related interests from pollution or threat of pollution of the sea by oil, following a maritime casualty or acts related to such a casualty that may reasonably be expected to result in major harmful consequences. This authority rests with the Commandant. The COTP Los Angeles-Long Beach should relay any recommendation to take such action through the CG District Commander.

42 U.S.C. secs. 1856-1856d states an agency charged with providing fire protection for any property of the United States may enter into reciprocal agreements with state and local fire fighting organizations to provide for mutual aid. This statement further provides that emergency assistance may be rendered in the absence of a reciprocal agreement, when it is determined by the head of that agency to be in the best interest of the United States.

Mutual Aid Agreements exist between many of the local fire departments and industrial entities. A list of Mutual Aid Agreements can be found in Section 203.1.

The Commandant (CG-3), U.S. Coast Guard and the Commander, Eleventh Coast Guard District require COTP Los Angeles-Long Beach to maintain a vessel and waterfront fire contingency plan (See Section 4202 of the Oil Pollution Act of 1990 (OPA 90) amended Subsection (j) of Section 311 of the Federal Water Pollution Control Act (FWPCA) (33 U.S.C. 1321 (j) and Marine Safety Manual Vol. 6, Chapter 8). The purpose of the plan is to minimize the effects of damage to life and property in harbors and waterfront areas resulting from a major marine fire and/or explosion.

8130 Scope

The Marine Firefighting Plan is prepared and maintained by the U.S. Coast Guard Sector LA-LB Area Committee Co-Chair as a part of the Area Contingency Plan. The data recorded and verified in the Marine Firefighting Plan encompasses all areas in this COTP Zone. This Marine Firefighting Plan reflects input from area agencies that participated in past drills and tabletop exercises.

8140 Abbreviations

CERCLA	Comprehensive Environmental Response, Compensation, and Liability act
CFR	Code of Federal Regulations
CWA	Clean Water Act
DCM	Dangerous Cargo Manifest
DOT	U.S. Department of Transportation
FOSC	Federal on Scene Coordinator
IC	Incident Command
IMDG	International Maritime Dangerous Goods Code
MSO	Marine Safety Office
NRC	National Response Center
OSC	On Scene Coordinator
OES, CA.	Office of Emergency Services
OCMI	Officer In Charge, Marine Inspection
OPA 90	Oil Pollution Act of 1990
OSLTF	Oil Spill Liability Trust Fund
POO	Port Operations Officer
PWSA	Ports and Waterways Safety Act
RRT	Regional Response Team
RIT	Ready Intervention Team
RITL	Ready Intervention Team Leader
VTS	Vessel Traffic System

8150 Definitions

CAPTAIN OF THE PORT - Has broad authority over all vessels and port operations within the COTP zone. The Commanding Officer, Coast Guard Sector LA-LB is the COTP.

CARGO INFORMATION CARD - A document carried aboard any vessel towing barges loaded with flammable or combustible cargoes, or barges loaded with bulk liquid hazardous materials. The document contains identification, characteristics, emergency, and firefighting procedures.

COAST GUARD SECTOR LA-LB - U.S. Coast Guard field level organization responsible for carrying out the Coast Guard's Maritime Safety, Security, and Stewardship missions in a specified geographical area. The Sector is headed by a Commanding Officer who is also designated COTP, Officer in Charge, Marine Inspections (OCMI), Federal On Scene Coordinator (FOSC), Federal Maritime Security Coordinator (FMSC), and Search and Rescue Mission Coordinator (SMC).

FACILITIES - The Incident Commander for a facility fire will be determined by the fire department with jurisdiction.

FEDERAL ON SCENE COORDINATOR (FOSC) – The Federal official pre-designated by the EPA or the USCG to coordinate responses under subpart D of the NCP (40 CFR 300) or the government official designated to coordinate and direct removal actions under subpart E of the NCP. A FOSC can also be designated as the Incident Commander.

FIRE CONTROL PLAN - This is a plan kept aboard vessels and contains firefighting information for shore side firefighters. This is normally located in a well marked, weather tight container onboard the vessel near the vessels brow or access point.

HAZARDOUS MATERIALS - For the purposes of ESF #1, hazardous material is a substance or material, including a hazardous substance, that has been determined by the Secretary of Transportation to be capable of posing an unreasonable risk to health, safety, and property when transported in commerce, and which has been so designated (see 49 CFR 171.8). For the purposes of ESF #10 and the Oil and Hazardous Materials Incident Annex, the term is intended to mean hazardous substances, pollutants, and contaminants as defined by the NCP.

HAZARDOUS SUBSTANCE **–** As defined by the NCP, any substance designated pursuant to section 311(b)(2)(A) of the Clean Water Act; any element, compound, mixture, solution, or substance designated pursuant to section 102 of the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA); any hazardous waste having the characteristics identified under or listed pursuant to section 3001 of the Solid Waste Disposal Act (but not including any waste the regulation of which under the Solid Waste Disposal Act (42 U.S.C. § 6901 et seq.) has been suspended by act of Congress); any toxic pollutant listed under section 307(a) of the Clean Water Act; any hazardous air pollutant listed under section 112 of the Clean Air Act (42 U.S.C. § 7521 et seq.); and any imminently hazardous chemical substance or mixture with respect to which the EPA Administrator has taken action pursuant to section 7 of the Toxic Substances Control Act (15 U.S.C. § 2601 et seq.).

INCIDENT COMMANDER - The individual responsible for all incident activities, including the development of strategies and tactics and the ordering and release of resources. The IC has overall authority and responsibility for conducting incident operations and is responsible for the management of all incident operations at the incident site. (See also: Unified Command).

INCIDENT COMMAND POST (ICP) - The field location at which the primary tactical-level, on-scene incident command functions are performed. The ICP may be collocated with the incident base or other incident facilities.

INCIDENT COMMAND SYSTEM (ICS) – A standardized on-scene emergency management concept specifically designed to allow its user(s) to adopt an integrated organizational structure equal to the complexity and demands of single or multiple incidents, without being hindered by jurisdictional boundaries.

LEAD AGENCY - A government agency responsible for providing an adequate fire response. Normally a local fire department, but under certain circumstances the COTP may fulfill this function. In cases in which it is determined that a master or facility cannot or will not effectively take charge, the lead agency will assign an Incident Commander. For example, if a fire occurs in the City/Port of Los Angeles, an official from the Los Angeles City Fire Department shall be designated the Incident Commander. In the event of a marine fire occurring outside a fire department's jurisdiction, the COTP will become the Incident Commander, or delegated to an assisting outside agency as needs warrant.

MASTER OF VESSEL - As a matter of customary maritime law and practice, a Master of Vessel is presumed in charge of, and capable of, all onboard ship operations including shipboard firefighting. Merchant vessels are inspected, and their crews trained, to provide an onboard firefighting capability. It is only at the specific request of the master or when it becomes obvious that the vessel's condition threatens the port's safety or environment that relieving the Master of Vessel his responsibility as Incident Commander should be considered.

ON SCENE COORDINATOR - Person responsible for on scene execution of Coast Guard responsibilities through operational control of assigned Coast Guard assets. Normally, this is a commander of a vessel or aircraft. Designated by the SAR Mission Controller (SMC) and reports directly to the Marine Firefighting Coordinator (MFC). The OSC may function as the MFC.

RESPONSIBLE PARTY - The person directly responsible and potentially liable for an overall fire response. Determined as follows:

- Vessel fires: Master of vessel or vessel owner/operator.
- Facility fires: Facility owner/operator.
- The responsible party is defined as the owner, operator, or party financially responsible for mitigation of the incident.
- The Coast Guard has the authority under the Federal Water Pollution Control Act (33 U.S.C. 1251 et seq.) to assume the role of the responsible party if the owner/operator/person in charge of the vessel is not known, not acting responsibly, or when the effort is insufficient.

RAPID INTERVENTION TEAM - The Rapid Intervention Team (RIT) is responsible for performing search and rescue of trapped or injured fire fighters. A RIT will normally be assigned in each area the fire activities are taking place, including shore-side, vessel and waterside branches. On a vessel, a RIT will be assigned at each separate entry point where below deck activities are being conducted. The RIT leader is responsible for the assigned portion of the IAP that deals with fire fighter rescue activities.

RAPID INTERVENTION TEAM LEADER - The RIT Team Leader is responsible for development and implementation of rescue strategies pertaining to each assigned area.

REGIONAL RESPONSE TEAM – The RRT is an interagency advisory group that has extensive expertise related to oil and hazardous materials spills; develops plans and contributes to preparedness activities (such as training and exercises) before incidents occur; may assist and advise the Federal On-Scene Commander (FOSC) during an incident, upon request. RRT IX serves Federal Region IX, which includes California, Nevada, and Arizona. Further information about the RRT can be found in the Code of Federal Regulations (40 CFR 300.115).

SEARCH AND RESCUE MISSION COORDINATOR (SMC) – Designated by the SAR response system for each specific SAR mission and coordinates and manages the overall response to a SAR incident in accordance with National Search and Rescue Supplement and the IAMSAR Manual. SMC authority in the maritime domain will be the Coast Guard. It will not be delegated below the Sector Commander.

UNIFIED COMMAND - An application of ICS used when there is more than one agency with incident jurisdiction or when incidents cross political jurisdictions. Agencies work together through the designated members of the Unified Command to establish their designated Incident Commanders at a single ICP and to establish a common set of objectives and strategies and a single Incident Action Plan. This is accomplished without losing or abdicating authority, responsibility, or accountability.

8200 Policy and Responsibility

8210 Federal/Coast Guard Policy

The Coast Guard considers marine firefighting capabilities in U.S. ports and harbors to be a local responsibility, usually assumed by a local fire department. Where a local agency assumes responsibility as lead agency for response to a fire and is capable of ensuring an adequate response, the Coast Guard will support this response as its resources allow, but will not assume responsibility for firefighting.

The Coast Guard firefighting policy is set forth in the Marine Safety Manual, Vol. VI, Chapter 8. A summary of this policy is as follows: Although the Coast Guard clearly has an interest in fighting fires involving vessels or waterfront facilities, local authorities are principally responsible for maintaining necessary firefighting capabilities in U.S. ports and harbors. The involvement of Coast Guard forces in actual firefighting shall be to a degree commensurate with our personnel training and equipment levels. The Coast Guard intends to maintain its historic “assistance as available” posture without conveying the impression that we stand ready to relieve local jurisdictions of their responsibilities. Additionally, the response actions taken shall pose no unwarranted risk to Coast Guard personnel or equipment.

The Marine Safety Manual specifically addresses both Coast Guard and non-Coast Guard supervised firefighting activities. It states, "Generally, Coast Guard personnel shall not actively engage in firefighting except in support of a regular firefighting agency under the supervision of a qualified fire officer. Coast Guard personnel shall not engage in independent firefighting operations, except to save a life or in the early stages of a fire to avert a significant threat without undue risk."

8220 Related State Policies

The California State Office of Emergency Services (OES) Fire and Rescue Plan, under the authority of the California Master Mutual Aid Agreement, is the legal basis for mutual aid within the State. Mutual aid requests must be originated through appropriate channels (local to area to state) in accordance with the plan. Local jurisdictions are not barred from developing mutual aid or automatic agreements of their own.

State Office of Emergency Services resources can be requested through a local jurisdiction’s Incident Commander utilizing established mutual aid procedures.

Geographic limits, although many fire departments can be expected to render assistance as available in the event of a marine fire, their responsibility for firefighting usually ends at the shoreline. Many city fire departments will defer to the responsibilities of a vessel master for vessel fires, even if they have jurisdiction over the location of the fire.

8230 Coast Guard/COTP Responsibility

Although the Coast Guard has no specific statutory responsibility to fight marine fires, it has traditionally been responsible for the saving of life and property upon the waters of the United States. The local Coast Guard COTP Los Angeles-Long Beach is charged, by the Ports and Waterways Safety Act (33 U.S.C. 1221, et seq.), with the responsibility for navigation and vessel safety, safety of waterfront facilities, and protection of the marine environment within his or her area of jurisdiction. For the COTP Los Angeles-Long Beach, this area includes the State of California from the San Diego/Orange county line north to the Monterey/San Luis Obispo county line, including the counties of Orange, Los Angeles, Ventura, Santa Barbara and San Luis Obispo. These jurisdictional boundaries are precisely described in 33 CFR 3.55 10. This responsibility extends not only to ships, their cargo, and crew; but also to structures in, on, or immediately adjacent to the navigable waters of the United States, or the resources within such waters.

8230.1 COTP Los Angles – Long Beach

The COTP works with port authorities and local governments within their area of jurisdiction to maintain current and effective contingency plans, supported by the port community, including its fire departments, to ensure coordination of federal, state, municipal, and commercial resources that respond to fires and other incidents. This policy is consistent with the Federal Fire Prevention and Control Act of 1974 (PL 93 498) that states that firefighting is, and should remain, a state and local function. Responsibilities of the COTP during a major fire aboard a vessel or waterfront facility include:

- Establish and coordinate a Unified Command in accordance with the CG Incident Management Handbook COMDTPUB 3120.17A
- Assume lead UC member for a burning vessel underway or at anchor when:
    - The fire department with jurisdiction is not on scene or unable to respond.
    - No fire department has jurisdiction.
    - Assume operational control of all Coast Guard forces on-scene.
    - Establish safety or security zones as necessary.
    - Provide information on involved waterfront facilities.
    - Provide information on the location of hazardous materials on the vessel, or at the facility, if available.
    - Provide technical data on ship’s construction, stability and marine firefighting techniques.
    - Coordinate the response to actual or potential oil or hazardous materials discharges in the Coastal Zone.
    - Obtain tugs to assist in relocating moored or anchored vessels.
    - Alert owners/operators of terminals or vessels at risk.
    - Provide portable communications equipment to response personnel, as needed.
    - Assist in staffing the ICP.

There are current Memorandums of Understanding between the following agencies:

- USCG/Los Angeles City Fire
- USCG/Los Angeles County Fire Department
- USCG/Long Beach City Fire
- USCG/Orange County Sheriff Department
- Ventura County Fire/CG Station Channel Islands Harbor
- Los Angeles City Fire/Los Angeles County Fire/Long Beach City Fire

8240 Non-Federal Responsibilities

8240.1 Local Fire Departments

Local fire departments are responsible for fire protection within their jurisdictions. In a number of cities, this responsibility includes marine terminals and facilities. Some terminals and facilities have in-house fire departments. In most cases, the terminal fire departments have entered into mutual aid agreements with surrounding local fire departments. Responsibilities of local fire departments include:

Serve as lead Unified Command member for a burning vessel at the dock, underway, or at the dock when responding to incidents inside the fire departments jurisdiction.

Establish and staff a Command Post when acting as IC and ensure proper Unified Command participation when appropriate. It is highly recommended that a Unified Command be established early on for any burning vessel that is over 100GT or has a high potential to discharge oil into the water.

Request necessary personnel and equipment, including fire boats, and appropriate medical aid.

Determine the need for, and request mutual aid.

Make all requests for Coast Guard/federal personnel, equipment, and waterside security through the COTP.

Establish liaison with police departments for landside traffic and crowd control, scene security, and evacuation.

Provide portable communications equipment to response personnel from outside agencies.

8240.2 Owners/Operators of Vessels/Waterfront Facilities

These individuals are important sources of vessel and facility information. Regardless of other response resources, the owner/operators of vessels and facilities retain a fundamental responsibility for safety and security.

California code of regulations title 14, Division 1 Subdivision 4, Office of Oil Spill Prevention and Response Chapter 3. Oil Spill Prevention and Response Planning Subchapter 3. Oil Spill Contingency Plans Sections 815.01 – 816.06 maintain the following requirements for vessels entering California State waters.

Tank Vessel Emergency Services:

(1) Notification Requirements:

Any party responsible for a tank vessel as defined in this subdivision shall notify the U.S. Coast Guard within one hour of a disability if the disabled vessel is within 12 miles of the shore of the state, pursuant to the requirements of Government Code Section 8670.20(b).

(2) Equipment and Services:

Tank vessel emergency services means all services rendered to save a vessel and cargo from any marine peril that could reasonably be expected to cause a discharge of oil into the marine waters of the state, and includes those actions necessary to control or stabilize the vessel or cargo.

(A) All tank vessels required to have a contingency plan pursuant to Section 818.01(a) must demonstrate sufficient tank vessel emergency service capability as outlined in this section;

(B) Availability of the following equipment and services shall be demonstrated by sufficient in-house capability or a signed, valid contract or other approved means with a vessel emergency services provider, or by other means approved by the Administrator. For the purpose of this subsection, a plan holder can demonstrate the availability of equipment and services, in lieu of a signed, valid contract or sufficient in-house capability, by a Letter of Intent or a Conditional Agreement, signed by the entity providing such services and attesting to the availability of the equipment and services required as specified in this Subsection (m). Any service provider must have the appropriate expertise, and all required equipment ready and available to respond within the following timeframes.

1. within 12 hours of notification of the U.S. Coast Guard;

(i.) an emergency services vessel of the appropriate size, configuration, and operating capability to ensure stabilization of a disabled vessel shall be on scene. The emergency services vessel must be capable of reaching the disabled vessel before the disabled vessel would run aground. In determining the time it would take for a vessel to run aground, an estimate shall be made based on the drift rate in the worst case weather assuming the complete loss of power and/or steering;

(ii.) a professional salvor, naval architect or other qualified person knowledgeable of stability, and hull stress assessments of the vessel shall be engaged in tank vessel emergency operations. These assessments shall be developed pursuant to the shipboard spill mitigation procedures as set forth in 33 CFR, Part 155.1035(c)).

(iii.) a private firefighting capability that will respond to casualties in the area(s) in which the vessel will operate. This capability shall be a supplement to the firefighting capability on board the vessel;

(iv) the vessel emergency services provider must be capable of performing emergency lightering operations, and must have the following equipment on-scene: fendering equipment; transfer hoses and connection equipment; portable pumps; and any ancillary equipment necessary to off-load the volume of the tank vessel's largest cargo tank in 24 hours of continuous operation;

(v.) dewatering pumps, hoses, and power supplies sufficient to maintain vessel stability and prevent sinking shall be on scene.

(2) within 18 hours of notification of the U.S. Coast Guard, and to the extent necessary to avoid a pollution incident, the following must be on scene;

(i) resources for shoring, patching or making other emergency, temporary repairs to correct structural, stability, or mechanical problems on the vessel;

(ii) equipment necessary to tow an incapacitated vessel to a safe haven.

Vessels Carrying Oil as a Secondary Cargo:

818.03(g)(3) …the owner/operator will provide onboard emergency services before the arrival of local, state or federal authorities on the scene, including:

(A) procedures to control fires and explosions, and to rescue people or property threatened by fire or explosion;

(B) procedures for emergency medical treatment and first aid,

(4) Each plan shall describe equipment and procedures to be used by VCOASC personnel to minimize the magnitude of a spill and minimize structural damage which may increase the quantity of oil spilled.

8240.3 Port Authorities

As a major transportation and trade center, the Ports of Los Angeles – Long Beach have a vested interest in fires aboard vessels within their respective jurisdictions. Both Ports and local fire departments should be notified immediately whenever a fire occurs within either Port's boundaries or in close proximity to the Port Complex. Decisions regarding the entry into and movement of a burning vessel within the Port Complex should be made with the input, cooperation and consent of the Los Angeles and Long Beach Port officials. Where appropriate, the Ports can also help coordinate response efforts of local agencies.

8240.4 Pilot Groups

In all harbor areas that come under the authority of the COTP Los Angeles-Long Beach, pilotage is regulated by state and local regulation. U.S. flag coastwise vessels are required by the Coast Guard to have a pilot on board when underway in inland waters of the United States. When properly licensed by the Coast Guard, the vessel's master can act as the pilot. The local pilot groups should be contacted to determine their readiness to handle emergency moves and their response time when a marine fire occurs.

8240.5 Consulates

Consulates should be notified if a fire involves foreign owned or operated vessels. Under maritime law, a consulate has authority over the internal affairs of a vessel sailing under its flag, and can help locate translators and provide assistance to the ship's agent in contacting the owners. A listing of foreign consulates is contained in a United States Department of State publication entitled "Foreign Consular Offices in the United States."

8240.6 Unified Dispatch Center

TBD. List of key players during city, county, and state emergency operations.

8240.7 Departments of Emergency Management

Phone numbers for emergency management organizations and police departments can be found in Annex X. Section 2100 in the Response / Assistance Directory of this plan. The director of Emergency Management can assist in the coordination of a local response to an incident.

8240.8 Police Departments

Their services may be needed if an area must be evacuated or cordoned off to facilitate fire-fighting efforts.

8240.9 U.S. Army Corps of Engineers

For incidents affecting the navigability of U.S. waters, notify the Emergency Management Office.

8240.10 The Combined CG Vessel Traffic System and Marine Exchange of Los Angeles – Long Beach

The VTS/ME will monitor and control the traffic within the Los Angeles/Long Beach Harbor and approaches extending 25 NM seaward of Pt Fermin. In the event of a fire on board a vessel or water front facility the VTS/ME will provide information to commercial interests that may be affected by the incident giving timely, relevant and accurate information to enhance safety.

8240.11 Media and Public Affairs

Refer to Section 81100 of this plan or 2300 of the Los Angeles – Long Beach Area Contingency Plan for detailed guidance.

8300 Planning and Response Considerations

In most instances, local fire (city and county) will manage the incident until it becomes federalized. All agencies are encouraged to form a Unified Command any time there is a response to a fire aboard a vessel in the Sector LA-LB AOR. Current MOU's further address these issues.

8310 Transportation Patterns

The COTP may establish emergency safety and security zones to ensure the safety of responders.

8310.1 Crude Oil and Refined Product

Approximately 900 million gallons of oil and oil products are transferred within the port complex on an annual basis. There are 30 facilities throughout the port complex tank vessels transit between during this period. This raises the concern for moving or preventing the movement of a vessel.

8310.2 Chemicals and other Hazardous Cargoes

Cargo and tank vessels both can carry a large variety of chemicals and hazardous materials to all areas of the Ports of Los Angeles-Long Beach. Approximately ten percent of all cargo laden for the port complex contains theses materials (i.e. flammable, explosive, corrosive, poisonous, etc.)

Vessels carrying explosives, both military and commercial en route to Seal Beach Naval Weapons Station occasionally use Anchorage "F" to bunker and to unload some cargo to Navy tugs.

For terminals authorized to handle explosive loads see section 303.2.

8310.3 Bunkering

Most vessels transiting the Port of Los Angeles-Long Beach generally take on oil bunkers from a barge alongside while the vessel is moored at a facility. Vessels can also take on oil bunkers at anchorages "B", "C" and "D".

8310.4 Containerized, Dry Bulk, and Break Bulk Vessels

These vessels can be found in all areas of the port complex carrying all types of cargo.

8310.5 Barges

Barges are used for the transportation of all types of cargo to and from the port as well as for bunkering and can be found in all areas of the port complex. Barges are usually under tow and are generally less maneuverable than most vessels.

8310.6 LNG/LPG Vessels

When a LNG/LPG ship enters port, a safety zone is established to ensure a safe transit. There are currently no active LNG or LPG facilities in the Sector LA-LB AOR.

8320 Waterfront Facilities

Waterfront facilities are found throughout the port complex and support every type of vessel that calls on the port complex.

If details of a waterfront facility are needed, there are several places to look. Here are a few good examples.

- The USCG MSO LA-LB 1991 Port Survey Manual
- The Facility Operations Manual. If the facility is a Marine Oil Transfer Facility, then the COTP has an Operations Manual on file.
- The Facility HAZMAT Contingency Plan. This is a required plan by the COTP Los Angeles-Long Beach for all container facilities that handle HAZMAT. These Contingency Plans are located in the Marine Environmental Protection office.
- The Army Corps of Engineers "Port Study". This study encompasses the Ports of Los Angeles, Long Beach and Port Hueneme.
- The Office of Spill Prevention and Response, OSPR, California Code of Regulations, Title 14, Division 1.
- State Lands Commission (not yet available).

8330 Vessel/Facility Cargo Information

8330.1 Hazardous Materials

Various DOT and Coast Guard regulations apply to the transportation and storage of hazardous materials. These regulations require vessels and facilities to have information on the particular hazardous materials they are carrying. This information can be found in the form of shipping papers, dangerous cargo manifests, and cargo information cards.

Shipping Papers: Shipping papers are required for packaged hazardous materials, bulk liquid hazardous materials, and bulk flammable or combustible liquid cargoes. The shipping papers for packaged hazardous materials are not required to be onboard the vessel, but must be maintained by the water carrier. This is usually at its U.S. port facility where the cargo will be loaded or discharged. The following are some of the required contents:

Description of the commodity.

Hazard class or division.

Total quantity.

Dangerous Cargo Manifest: The Dangerous Cargo Manifest (DCM) is a listing of all hazardous material cargo on a vessel and contains a great deal of information needed by emergency responders. The DCM will include some of the following:

Proper shipping name.

Gross weight of the cargo.

Hazard class.

Type of packaging.

Location of the material.

Cargo Information Card: This, or its equivalent, must be available at the bridge or pilot house of any vessel towing barges loaded with flammable or combustible bulk liquid cargoes, or barges loaded with bulk liquid hazardous materials cargoes. Required cargo information for barges includes:

Cargo identification and characteristics,

Emergency procedures.

Firefighting procedures.

8330.2 Explosive Handling Terminals

All terminals that handle 1.1 or 1.2 (classes “A” and “B”) must have a COTP approved “Application and Permit to Handle Hazardous Materials” Form CG-4260; is required to load explosives. The following terminals are authorized by Sector LA-LB to handle explosives:

Matson - LA206 Trapac - LA135 Connelly - LB44 Thumbs - LB216

Yusen - LA212

8330.3 Fire Control Plan

Vessel fire control plans are stored in a weather tight container at the topside of the gangway usually attached to the bulkhead or inside the access door to the superstructure. This plan is available for use by shore side firefighting personnel. The plan shows layout of each deck, fire protection systems aboard the vessel, and other information important to firefighting responses.

8340 Oil and Hazardous Materials Release

8340.1 Spill/Release Reporting

The release of any oil or hazardous material in a quantity equal to or greater than the reportable quantity must be reported directly to the Coast Guard in a accordance with 33 CFR Part 153, Subchapter B and 40 CFR Part 302 respectively. Notification must be made to the National Response Center (NRC) in Washington DC. Telephone: 1-800-424-8802. All notices will be relayed immediately to the appropriate OSC.

8340.2 On-Scene Coordinator – Oil and Hazardous Materials

The COTP Los Angeles-Long Beach is designated the Federal On-Scene Coordinator (FOSC) for either oil or hazardous material releases in the coastal zone. The FOSC is charged with ensuring that all releases are responded to and, when feasible, cleanup is properly effected in accordance with the Area Contingency Plan, Regional Contingency Plan, and the National Contingency Plan. The FOSC has access to the CERCLA “Superfund” and the Oil Spill Liability Trust Fund (OSLTF), which may be used to pay for the removal costs when the spiller is unknown or cannot afford to pay for cleanup activities. Ultimately, a responsible party is held liable for costs incurred by the Federal Government.

8350 Hydrological and Climatic Considerations

In the coastal California area, tidal changes of 6’ (up to 8’ on full moons) can occur. The rise and fall of these tides may affect firefighting equipment such as hoses and ladders that are attached to a vessel. Therefore, attention must be given to tide tables.

Winter rains generally occur from November through March, and account for most of the annual rainfall.

During the months of October through January, a condition known as the Seasonal Developed Winds (i.e. Santa Ana Wind Conditions). During these conditions, strong winds from the east bringing extremely dry weather to the area. Seasonal Developed Winds can be as strong as 60 mph in the port complex area. These conditions pose a problem for responders, such as distributing burning embers downwind creating new fires.

8360 Local Geography

Relevant nautical charts for the Sector LA-LB AOR are:

18022 San Diego to San Francisco Bay

18740 San Diego to Santa Rosa Island

18700 Point Conception to Point Sur

18703 Estero Bay – Morro Bay & Estero Mooring Area

18704 San Louis Obispo Bay – Port San Louis

18720 Point Dume to Purisima Point

18721 Santa Cruz Island to Purisima Point

18722 Point Arguello to Purisima Point

18723 Point Conception to Point Arguello

18725 Port Hueneme to Santa Barbara

– Santa Barbara, Channel Island Harbor, Port Hueneme, and Ventura

18727 San Miguel Passage

18728 Santa Cruz Cannel

18729 Anacapa Passage

18730 Santa Cruz Acoustic Range

18744 Santa Monica Bay – Marina Del Rey & King Harbor

18746 San Pedro Channel – Dana Point Harbor

18749 San Pedro Bay – Anaheim Bay, Huntington Harbor

18751 Los Angeles and Long Beach Harbors

18754 Newport Bay

18755 San Nicolas Island

18756 Santa Barbara Island

18757 Santa Catalina Island – Catalina Harbor, Isthmus Cove, Avalon Bay

8360.1 Highly Vulnerable Areas

Areas such as the bulk petroleum transfer facilities, which transfer to and from large tank vessels that are at the greatest risk of fire and explosion. Therefore, special concerns must be addressed during responses to such facilities and Vessels. Vessels berthed at or near these facilities may need to be moved.

8370 Positioning/Moving/Mooring a Vessel on Fire

8370.1 General

CAUTION: THIS ACTION MUST BE APPROVED BY THE CG COTP in accordance with the Potential Places of Safe Refuge (PPOR) guidelines listed in the Area Contingency Plan and COMDTINST 16451.9. It is essential that a burning vessel be placed at a berth or facility that is well-maintained and easily accessible for emergency responders. A facility should have good access for responders and a large area to allow for large numbers of responders and response equipment. In addition, the facility should not be in a congested area so that quick evacuation of the vessel can be achieved. The type of pier (i.e. concrete or wood) should also be carefully considered. A decision to move or allow a burning vessel to enter for berthing should be agreed on by agencies involved, the applicable Port Authority, and representatives from the vessel and the facility with the COTP having the final approval. (Refer to Section 8610 of this plan)

8370.2 Pre-Designated Anchorages

There is not a pre-designated anchorage for vessels on fire or with a high potential for fire. If a decision is made to move a vessel to an anchorage, the following factors must be considered prior to determining the proper location:

- Whether the anchorage is easily accessible from shore.
- Whether there is a discharge of oil or hazardous material, and can it be easily contained and recovered.
- Whether the anchorage is close to an environmentally sensitive area.
- Whether smoke and embers can blow ashore.
- If there is a catastrophic failure, whether it affects anything else or causes a problem to vessel traffic.
- Weather and Tides

8370.3 Grounding or Sinking a Vessel

CAUTION: THIS ACTION MUST BE APPROVED BY THE CG COTP in accordance with the Potential Paces of Safe Refuge (PPOR) guidelines listed in the Area Contingency Plan and COMDTINST 16451.9. A decision to ground a vessel may be needed during a response. In choosing a site, several factors must be considered. The possibility of a vessel sinking, becoming derelict or a persistent pollution problem should be considered. Other factors to be considered:

Bottom Material: soft enough so that the vessel's hull will not be ruptured.

Water depth: shallow enough so that the vessel will not sink below the main deck, yet deep enough so that response vessels can approach.

Weather: areas not known to have strong winds or currents which could hamper fire fighting efforts or blow smoke or hazardous fumes into residential areas.

Economic impact based on close proximity to navigable channels or commercial waterways.

When a vessel and cargo is deemed a constructive total loss, it may be best to sink it in an area where environmental damage is minimized. These areas will be selected in consultation with the Regional Response Team (RRT). The COTP will request this team be convened when intentional sinking of a vessel is considered.

8380 Control Over Waterfront Areas

The COTP may find it helpful to control or restrict traffic in an affected area to secure the safety of waterfront facilities and vessels. 33 CFR Part 165 sets forth procedures for establishing safety zones for the protection of vessels, water, and shore areas. The COTP has sole authority to establish a safety zone. Coast Guard SECTOR LA/LB and the Marine Exchange of Southern California will conduct establishment and enforcement of the zone.

8390 Investigations

After a fire involving a vessel or a facility, several agencies may become involved in an investigation to determine a cause. As a result of the investigation into the cause of the fire aboard the cruise ship C/V UNIVERSE EXPLORER (Alaska 1996), it has come to light that there needs to be a coordinated investigation and all parties' involved need to share information. After that fire, several law enforcement officials have suggested that shipboard fires be treated suspiciously until proven otherwise. They have recommended that the first Coast Guard Investigator on scene secure and post guards at spaces where the fire originated, essentially treating all fires as a possible crime scene. This approach will preserve evidence needed for any subsequent action. On the other hand, treating fires as suspicious from the start slows the investigation, perhaps unnecessarily. The best approach is to train investigators to appropriate indicators, once these indicators are observed; investigators could then stop and secure the scene.

83100 Local Response Resources

Equipment and resources necessary to respond to a major marine fire can vary widely in type and quantity depending on circumstances. The State Office of Emergency Services (OES) maintains an extensive list of equipment and resources that can be accessed by on-scene responders.

The common process for ordering these resources is: Industry and local city fire departments, then county, and State OES. Local departments request additional resources from the state, and then state makes request to county for assistance to local city.

83100.1 Coast Guard Pacific Strike Team (PST)

The PST team, located at Hamilton Field in Novato, CA has personnel trained in oil/hazardous materials response and maintains an extensive inventory of protective equipment designed for chemical incidents. The COTP may request that the PST assist in hazard evaluation, containment and cleanup when commercial resources are inadequate or unavailable. Requests should be made through the Sector LA-LB Command Center.

83100.2 California State Office of Emergency Services (OES)

This agency must be kept informed of the magnitude and nature of the incident and problems encountered. Incident liaison should be accomplished and maintained by an involved local fire department representative. In addition to providing access to response personnel and equipment, they will also notify other agencies that may need to respond. The contact number is (800) 852-7550.

83100.3 Southern California Industrial Mutual Aid Organization

This organization is comprised of Los Angeles Basin Refining, Petrochemical, Storage Facilities, and related support companies. This organization will provide equipment and personnel to the scene of a fire, hazardous material incident, or other emergency upon request. Members will respond to incidents involving non-member companies at the request of local, state or federal agency on the terms that all materials used will be replaced in kind. Most facilities within the organization have large quantities of foam and dry chemical in storage ready for fire suppression. Calling (800) 996-8882 and leaving a worded message access this system.

83100.4 Marine Chemist

The on scene assistance of a marine chemist may be vital to assure the safety of response personnel. A marine chemist should be immediately identified and be available to conduct such onboard testing of spaces or tanks as may be necessary. If a marine chemist is not readily available the local fire department hazmat team should be considered.

83100.5 Vessel Officers

The vessel's officers must be an integral element of a response to fires aboard vessels. Masters and mates can provide valuable information regarding the vessel, cargo, and the vessel stability. A chief engineer is an invaluable resource regarding ship's fire protection systems and ship's systems.

83110 Political Considerations

It is likely that no one single agency will have sufficient resources to combat a major vessel fire. Consequently, material assistance is a prerequisite if a successful outcome is to be achieved. The potential impacts resulting from a vessel or facility fire, depending upon its location, meteorological conditions, and cargoes involved, may seriously affect several jurisdictions. **Whether it is through a single agency Public Information Officer or a Unified Command Joint Information Center, passing accurate and timely information to all stakeholders and providing transparency to the public on a right to know basis is imperative.**

8400 Response Organizations

The volume of activity and business along the waterways makes timely response to a fire essential. Effectiveness of the initial response is the key to fire suppression, but safety will always remain the primary concern. Regardless of their involvement in the on-scene operations, the Commander, Coast Guard Sector LA-LB is responsible for controlling vessel movements and port operations to ensure the safety of the port. Pollution is major concern during a marine fire, and the Commander, Coast Guard Sector LA-LB will be involved in his or her capacity as Federal On-Scene Coordinator.

8410 Designations of Responsibilities

The Incident Command System, under the guidance of the U.S. Coast Guard Incident Management Handbook COMDTPUB P3120.17A, will list explanations of positions, assigned duties and responsibilities noted in this plan.

8410.1 Coast Guard Sector LA – LB

The following personnel will be engaged at a minimum:

- Command Duty Officer
- Operations Controller
- Situation Controller
- Pollution Response Team
- Duty Vessel Inspector
- Investigations Officer
- Local Fire Department representative
- California OES and the National Response Center to report the pollution potential or actual amount discharged as a result of the fire.

NOTE: The CG COTP, CG Response Department Head, or CG Incident Management Division Chief in his/her absence, may alter this organization depending on the scenario and the experience of available personnel

During business hours, department heads may designate personnel to fulfill the functions assigned to them. After business hours, department heads will coordinate necessary substitutions and relief's for their division watch standers.

8420 Incident Command Posts

8420.1 Introduction

To effectively combat a major fire, an ICP must be established as soon as possible. An ICP provides several critical services:

- A generally recognized, single site for command and control of the response. This reduces confusion among response personnel.
- Ready access to continuous communications between on-scene and off-scene personnel.

8420.2 Shoreside Incidents

For fires at a facility or on a vessel moored to a facility, there should be one command post. It should be established as close to the incident as safety permits. Ideally the command post would be located in an office at the facility. At a minimum, it should:

- Accommodate multiple telephone lines.
- Provide a large open area to permit status boards maintenance.
- Provide adequate lighting, heating, etc.

8420.3 Underway/at Anchorage Incidents

For incidents involving vessels underway or at anchorage:

1) For fires aboard smaller vessels (under 300 Gross Tons) the ICP may be afloat. If afloat, the ICP enhances the IC's ability to:

- Specifically direct response forces afloat and on the burning vessel.
- Enforcement of the safety zone.
- Assess status of the burning vessel, and the effectiveness of tactical units.
- Control the timing of the deployment of shore side staged personnel and equipment.

The COTP will request a fire department liaison be provided aboard any Coast Guard floating command post to provide technical advice on scene. If a fire department establishes a floating command post, the COTP will provide a Coast Guard liaison officer.

2) For fires aboard larger vessels (over 300 Gross Tons) the ICP can be located as a shore-side location near the vessel fire or if the vessel is offshore the default location for the ICP should be the Coast Guard Command Center, at Sector LA-LB.

8430 Away Team

During the initial response, Sector LA-LB may initiate an Away Team. The Away Team is a pre-designated group of agency representative assembled and activated by the Sector to provide an on scene assessment of the vessel.

The members of the Away Team are as follows:

- Team Leader – U.S. Coast Guard Senior Marine Inspector

- Marine Salvor – Qualified Marine Salvor

- Pollution Abatement Advisor – OSPR (OSPS)

The fourth member of the team should be an incident specific specialist such as, but not limited to:

- Marine Firefighting Advisor – Qualified Advance Marine Firefighter (Commercial or from an assisting agency)

- Emergency Medical Services (EMS) Advisor – Qualified Paramedic

- HAZMAT Advisor – CG, EPA, or local fire HAZMAT specialist

This team serves as a vital link between the vessel, the on-scene coordinator and the land based response agencies. The team initially works for the COTP and if possible, all communications from the team should be through the Team Leader to the Sector Command Center via VHF-FM Channel 22A, or as designated. Local Coast Guard air assets should be the primary consideration for transportation/delivery of the Away Team, but the severity of the disaster and existing hazards shall be used to identify the best available platform.

8440 Response Sequence

Action in response to a fire incident is broken into five phases for descriptive purposes.

Phase I Discovery and notification

Phase II Evaluation and initiation of action

Phase III RECEO: Rescue Exposure Confinement Extinguishment Overhaul

Phase IV Demobilization

Phase V Documentation and cost recovery.

8450 Basic Priorities of Firefighting

It is impossible to anticipate every task or activity that will be required to effectively respond when dealing with a major marine fire. There are, however, several basic priorities, which must be addressed, particularly in the case of a vessel fire at sea.

- Once initial notification is received, responders must determine the worst-case scenario and the urgency of the situation.
- The appropriate resources need to be informed and requested.
- If the incident appears imminent and substantial, response resources must be dispatched immediately before making routine notifications and obtaining additional information.

Copies of initial action checklists should be made and retained for future use. Additional checklists for specific incidents with more detailed activities, considerations, tactics, and strategies can be found in Annexes IX & XI.

8500 Operational Response Action

8510 Command and Control

8510.1 Introduction

A major waterfront or shipboard fire in the Ports of Los Angeles-Long Beach will probably involve response teams from federal and state agencies. The nature and location of the fire will be the deciding elements in determining which agency assumes overall command or lead agency in a unified command. Overall command or the lead agency role must be determined as early as possible in the incident to ensure the effective use of personnel and equipment (during the course of an incident it is possible that the lead agency may change as incident conditions change). The Coast Guard Incident Management Handbook (COMDTPUB P1320.17A Chapter 21) represents how Coast Guard Sector LA-LB would integrate with the local fire departments under the National Incident Management System (NIMS).

8510.2 Unified Command

The response and organizational structure to a marine fire can vary widely depending on the location of the vessel and proximity to fire fighting resources, capabilities of the municipal and industrial fire departments, type of vessel, and nature of the cargo and source of the fire. Although the Coast Guard does not directly conduct fire fighting, it does have a major role in coordination and support. For this reason, a vessel fire would most likely be managed under UC. A marine fire could bring to the scene fire departments, law enforcement, public health, technical cargo experts, industrial fire departments, Port Authorities, and private fire fighting and salvage experts. If pollution and hazardous materials were involved, the agencies and complexity would escalate dramatically.

In instances where several jurisdictions are involved or several agencies have a significant management interest or responsibility, a unified command with a lead agency designation may be more appropriate for an incident than a single command response organization. Generally, a unified command structure is called for when:

The incident occurs within one jurisdiction but involves several agencies with management responsibility, due to the nature of the incident or the resource needed to combat it.

The incident is multi-jurisdictional in nature because it affects or has the potential to affect several jurisdictions. This is likely to occur in the Ports of Los Angeles-Long Beach.

(See COMDTPUB P3120.17A, Chapter 21)

8520 Incident Command System Assigned Responsibilities

8520.1 Incident Commander

The Incident Commander plans and directs the overall strategy for control of the incident and establishes the organizational elements necessary to deal with the incident. The Incident Commander approves the ordering of the release of resources and directs and coordinates staff activities. (See COMDTPUB P3120.17A, PG 7-1)

8520.2 Safety Officer

The Safety Officer identifies hazardous situations, advises the Incident Commander in matters affecting personnel safety and investigates accidents involving response personnel that occur in the incident area. (See COMDTPUB P3120.17A, PG 6-2)

8520.3 Public Information Officer

The Information Officer provides the media and public with timely and accurate information. The Information Officer will consult and receive permission to release of information and sets up press briefings. (See COMDTPUB P3120.17, PG 6-3)

8520.4 Liaison Officer

The Liaison Officer provides a point of contact for assisting agencies and identifies current or potential inter-agency needs. (See COMDTPUB P3120.17, PG 6-4)

8520.5 Operations Section Chief

The Operations Chief manages all primary suppression, rescue and Emergency Medical Services (EMS) operations. This officer reports to and consults with the Incident Commander regarding the overall strategy and tactics to be employed. The Operations Chief assigns and supervises Fire Attack, Staging, Division and Group Supervisors and Air Operations. The Operations Chief normally operates from a location above the fire level in proximity to the fire suppression activities. (See COMDTPUB P3120.17, PG 7-2)

8520.51.1 Deputy Operations Section Chief

The Deputy Operations Officer ensures all operational response personnel are performing assigned duties and assist the COTP with all operational aspects of the response. The CG Sector LA-LB Response or Incident Management Division Chief will serve in this role. Specific responsibilities are to:

- Ensure that the Command Post is adequately sighted, equipped and staffed.
- Assist the IC/COTP in developing overall strategy in response to the fire.
- Implement the strategy decided upon.
- Advise the IC/COTP concerning progress or problems in the strategy.
- Make recommendations to the IC/COTP regarding changes of strategy when needed.
- Direct deployment of response forces.
- Assume tactical control over response forces.

- Closely coordinate efforts with fire department counterpart.
- Ensure safety of all response personnel.
- Coordinate planning efforts with the Planning Officer.
- As operations permit, cooperate with investigating teams.
- Prepare incident report, if required.

8520.6 Planning Section Chief

The Planning Chief reports to and assists the Incident Commander in planning the overall strategy for containment of the incident. The Planning Chief supervises and coordinates the activities of the Situation Status Unit (SIT/Stat) and the Resource Status Unit (RE/STAT). (See COMDTPUB P3120.17, PG 8-2)

8520.7 Situation Unit Leader

The Situation Status Unit creates and maintains a display of current situation status and maintains a roster of personnel. (See COMDTPUB P3120.17, PG 8-4)

8520.8 Resource Unit Leader

The Resource Status Unit creates and maintains a current roster of the resources assigned to the incident and their status. (See COMDTPUB P3120.17, PG 8-3)

8520.9 Documentation Unit Leader

The Documentation Unit shall be activated for major fires or unusual incidents to provide a comprehensive, chronological record of incident activities. (See COMDTPUB P3120.17, PG 8-7)

8520.10 Technical Specialists

Large-scale incidents may require the assignment of technical specialists to augment the Planning Chief's staff (such as salvage and stability). These individuals would have specific technical areas of responsibility and may be Coast Guard Personnel. (See COMDTPUB P3120.17, PG 8-12)

8520.11 Environmental Unit Leader

The Environmental Unit Leader (EUL) is responsible for environmental matters associated with the response, including strategic assessment, modeling, surveillance, and environmental monitoring and permitting. The EUL prepares environmental data for the Situation Unit Leader. (See COMDTPUB P3120.17, PG 8-9)

8520.12 Deputy Incident Commander

The IC may have Deputy IC’s, who may be from the same agency or from an assisting agency. The Deputy IC must have the same qualifications as the person for whom they work, as they must be ready to take over that position at any time. When span of control becomes an issue for the IC, a Deputy IC/Chief of Staff may be assigned to manage the Command Staff. (See COMDTPUB P3120.17, PG 6-2)

8520.13 Fire Attack Team

The first unit on scene shall be the Fire Attack Team (most likely will not be Coast Guard personnel). The responsibility of this team is to board the vessel, determine a safe means of entry, and locate the emergency. Once they have found the emergency, the officer in charge must communicate the location, nature and extent of the problem to the Incident Commander. (See COMDTPUB P3120.17, Chapter 21)

8520.14 Group Supervisor

A Group Supervisor reports to the Operations Chief and is responsible for the performance of a specific function, and is not limited to a geographic area. Typical functional assignments would be Rescue/Evacuation Group, Ventilation Group and Salvage Group. (See COMDTPUB P3120.17, PG 7-5)

8520.15 Staging Area Manager

The Staging Area Manager reports to the Operations Chief. The Staging Area Manager maintains supplies of equipment and a reserve force at a level specified by the Incident Commander. A medical treatment station shall be established in staging to provide first care for incident personnel. Resources are dispatched from staging at the direction of the Operations Chief. (See COMDTPUB P3120.17, PG 7-8)

8600 Coordination Instructions

8610 Delegation of Authority

The Commandant, Coast Guard has delegated authority to the COTP to enforce port safety and security, and marine environmental protection regulations. This includes, without limitation, regulations for the protection and the safety of vessels, waterfront facilities; anchorages; security of vessels, safety zones; security zones; regulated navigation areas; deepwater ports; water pollution; and ports and waterways safety.

8620 Notifications

The following agencies will be notified by the COTP whenever the Coast Guard learns of a vessel or waterfront facility fire within the Sector LA-LB AOR. Typically the Coast Guard will receive notification from the vessel or facility that is in distress IAW the facility or vessel response plans. The notification priority is generally as listed, but can be modified based on incident specific needs:

- Local Fire Departments.
- California State Office of Emergency Services.
- U.S. Coast Guard:
  - District 11 Command Center
  - Vessel Traffic Information System (as needed)
  - Air Station (as needed)
  - Nearest CG on-water asset(s)
- Vessel/facility owner/operator, including nearby facilities/vessels.
- Port of Los Angeles – Long Beach

Other notifications may be made, depending upon the nature and circumstances of the incident. Annex IX & X.

8630 Coordination of Federal Resources and State Resources

Requests for federal and state resources shall be submitted through the Unified Command to the respective EOC (the Coast Guard Command Centers act as an EOC for Federal resource allocation when the CG is a member of the Unified Command). All resources made available will normally come under the direction and the control of the UC, unless otherwise agreed upon by the COTP and the Fire Department IC.

8640 Termination of Response Activities

The IC or UC will make the determination of when to terminate response activities after consulting with the Marine Firefighting On-Scene Coordinator or Operations Section Chief.

Upon termination of the emergency phase of the operations the Unified Command organization role will shift to mitigation, clean up, recovery, and restoration. This shift in objectives and priorities may require transfer of command to another agency(s) or departments of an already involved agency based on Unified Command membership criteria listed in COMDTPUB P3120.17A, CG Incident Management Handbook. The Unified Command is responsible for declaring the facility or vessel safe for workers upon completion of the response.

Note: Although firefighting efforts may be terminated and the incident has been declared terminated by the IC, the vessel/facility should have a fire watch for at least 48 hours after the fire has been declared out.

8650 Resolution of Disputes

Disputes will normally be resolved at the lowest level possible. If not resolved there, they will be referred to the ICP for resolution between the senior Coast Guard and the Fire Department representative. If not solved at the command post, they will be referred to the COTP and appropriate Fire Chief.

8700 Procedures for Reviewing, Updating, and Exercising Plan

8710 Responsibility

The Coast Guard COTP is responsible for this plan and will keep it current by consecutively numbering amendments or by issuing a revised plan. At a minimum this plan shall be reviewed and updated as needed following each tabletop or full scale exercise or any actual vessel fires with resulting lessons learned. Any errors, improvements, or changes in equipment or facilities should be forwarded to the Area Committee Co-Chair, as listed below.

8720 Exercises and Training

Proper training and exercises are necessary to ensure smooth coordination and good working relationships in the event of an actual fire or incident. Realistic exercises also demonstrate the capabilities of the various organizations involved and reveal possible conflicts or weaknesses in the plan.

8720.1 Exercises

The COTP will plan periodic exercises with selected fire departments, port facilities, and government agencies. The COTP also recommends each fire department or response organization coordinate with port facilities and shippers in their respective jurisdictions and develop training and exercises on their own. The COTP will also provide coordination with other organizations if a large exercise is required. At a minimum this plan should be exercised triennially. For assistance in arranging an exercise contact the Area Committee Co-Chair, as listed below.

8720.2 Training

Proper Training is essential for Coast Guard personnel and fire department personnel who respond to vessel and facility fires or incidents. The COTP may provide training sessions periodically for local fire departments, facility owners/operators, and shipping companies. Such training might discuss ship construction and basic stability, shipboard/facility firefighting, use of the Area Contingency Plan, and oil or hazardous material responses. Suggestions for other training, volunteer speakers, and general comments concerning this program should be directed to the Area Committee Co-Chair, as listed below.

Commanding Officer, Coast Guard Sector LA-LB

Attn.: Area Committee Co-Chair

Sector LA-LB

1001 South Seaside Ave. bldg 20

Phone: (310) 521-3600

San Pedro, CA 90731

8800 Annex I – Distribution

Commander, Eleventh Coast Guard District (dx)

Commander, Eleventh Coast Guard District (dr)

Commander, Coast Guard Sector LA-LB (sr)

Commander, Coast Guard Sector LA-LB (sp)

Commander, Coast Guard Sector LA-LB (scc)

Commander, Coast Guard Sector LA-LB (spw)

Commander, Coast Guard Sector LA-LB (sx)

Supervisor, Marine Safety Detachment Santa Barbara

Long Beach Fire Department

Los Angeles City Fire Department

Long Beach Harbor Department

Los Angeles Harbor Department

Los Angeles Port Warden

Long Beach Marine Bureau

Los Angeles County Sheriff Dept, Marine Division

Los Angeles County Lifeguard

Orange County Sheriff Dept, Marine Division

Ventura County Fire Dept

Santa Barbara County Fire Dept

San Louis Obispo County Fire Dept

Morro Bay City Fire Dept

All Designated Waterfront Facilities as defined in 33 C.F.R. Part 126

California Office of Emergency Services

California Department of Fish and Game, Office of Spill Prevention and Response

California State Lands Commission

U.S. Minerals Management Service

Port Hueneme Harbor Department

Catalina Fire Department

8900 Annex II – Geographical Boundaries / Safety Zones

8910 Maps and Nautical Chars Index for Los Angeles – Long Beach

N.O.S. Chart Numbers & Title

18720 Point Dume to Purisma Point

18740 San Diego to Santa Rosa Island

18746 San Pedro Island

18749 San Pedro Bay

18751 Los Angeles and Long Beach Harbors

8920 Safety Zone Definition

A Safety Zone is a water area, shore area, or water and shore area to which, for safety and environmental purposes, access is limited to persons, vehicles, or vessels authorized by the USCG COTP, District Commander, or Commandant, 33 C.F.R. Part 165.20.

8920.1 Safety Zone Use/Purpose

Their primary purpose is to promote the general safety of the public and to assist with environmental protection efforts. Some examples of reasons to establish a Safety Zone are as follows:

To ensure safe transit of a vessel carrying cargo of particular hazard.

To limit vessel access to an area in which spill removal operations are underway.

To limit access to shore side areas suffering from the after effects of explosions, fires or oil pollution.

To safeguard a vessel grounded or sunk in or near a navigable channel, or to keep vessels off an uncharted shoal before marking or dredging.

To establish a perimeter around a damaged or burning vessel, in order to facilitate access for fire/rescue personnel and to protect uninvolved persons and vessels.

8920.2 Safety Zone Establishment Procedures

All safety zones are established by regulation. Temporary safety zones issued in response to an emergency, such as a ship fire are issued as final rules and are effective immediately upon signing. Note: safety zone regulations do not apply to aircraft unless it is on the water.

At Sector LA-LB, the paperwork required for the generation and promulgation of a safety zone has already been pre loaded into the standard terminal. Unit personnel need only to copy the document to the situation name and "fill in the blanks" with the specifics of a particular incident (time, date, position and nature of incident) to prepare a safety zone. All Sector LA-LB Command Duty Officers and pollution response supervisors are familiar with this program and can quickly generate a safety zone for COTP’s or District Commander's signature. Upon the issuance of a safety zone the issuing officer must notify Sector LA-LB Waterways Management Division of the safety zone. Because of the urgent nature of safety zones, and the fact they are authorized under 33 C.F.R. Part 165.20, CG personnel may establish a safety zone prior to receipt of the COTP or District Commander’s approval for safety purposes.

81000 Annex III – Communications

81010 Introduction

The purpose of this communications plan is to give responding rescue agencies information regarding a general plan that will allow their units with different types of communication equipment to communicate with each other and the Coast Guard Command Center. An effective communications plan must cover the areas of designated frequencies, frequency usage, interagency compatibility, outside communications support and logistics, and circuit discipline to be an efficient, well coordinated plan. When dealing with multiple agencies at a marine incident, such factors must be addressed.

81020 Interagency Communications

Interagency connectivity via compatible communications networks is the single most important factor in establishing a well-organized operational response. It is therefore vital that all agencies be able to communicate directly. Coast Guard operational units and local fire departments are extremely limited in the ability to communicate directly at the scene.

Response assets must be able to communicate with their designated Group or Division Supervisors, the Group or Division Supervisors must be able to communicate with the Operations Section Chief or initial Incident Commander, the Operations Section Chief must be able to communicate with the Unified Command, if established.

If there is a need for additional communications support for direct communications, an exchange or purchase/rental of radio and cellular equipment may be needed. Coast Guard loaned communications equipment will be documented on DD-1149s.

81030 Radio Communications (Primary)

Sector LA-LB Telecommunications Center has the responsibility of maintaining communications with CG units, commercial vessels, and recreation boaters in our area of responsibility. To effectively maintain communications for the unit's multi-mission role, VHF FM DES, non-secure and secure MF/HF, non-secure and secure landlines, and off line encryption systems are used.

This communications neither addresses nor eliminates the response assets' responsibility to communicate internally with their own agency.

Radio Communications shall be short, concise and plain language; i.e. clear text and no 10 codes.

81030.1 Primary Communications when waterborne assets are involved

VHF-FM Marine Frequency Band will be the primary source of inter-agency communications for vessel firefighting operations anytime waterborne response assets from any agency are involved in the response.

The USCG maintains high power transceivers for the following frequencies:

CHANNEL	FREQUENCY
06	156.300 MHz
16	156.800 MHZ (Initial working freq.)

21	157.050 MHz
22A	157.100 MHz (Primary working freq.)
23	157.150 MHz
83	157.175 MHz (Secondary working freq.)

Channel 16 is the international calling and distress frequency that is continuously monitored, and will be the initial frequency used until *changed* by the USCG.

Channel 22A shall be the primary working frequency used between response assets and the Group/Division Supervisor.

Channel 83 shall be the primary command frequency used by the Unified Command to communicate with the Operations Section Chief or with the Group/Division Supervisors if the Operations Section Chief position has not been assigned.

If communication on these working frequencies becomes difficult, it may become necessary to switch to a less used frequency. If a response has exceeded the capabilities of the pre-designated frequencies the IC/UC shall develop an incident specific communications plan.

81030.2 Primary Communications when waterborne response assets ARE NOT involved

There are two methods currently available for direct communications between the Coast Guard and local fire departments landline/cellular communications or the use of the California White Fire frequency within the Ports of Los Angeles – Long Beach:

1. 154.280 MHZ Channel 1
2. 154.265 MHZ Channel 2
3. 154 295 MHZ Channel 3

Landline and cellular communications will be the primary means of interagency communications between the Coast Guard and fire department resources on scene or in the support of the operation. If White Fire is available for emergency communications, landline and cellular comms will be a secondary method of communications.

It is extremely important when relaying information through third and fourth parties by telephone that the information received is expeditiously forwarded to the appropriate agency or intended individual. All information received over this medium with operational significance to the units on scene should also be forwarded to the IC/UC. Any unnecessary delays in forwarding vital information can severely degrade operational efforts on scene.

If communications via landline and cellular telephones becomes difficult or overwhelmed the IC/UC shall develop an incident specific communications plan.

81030.3 Air Operations Communications

The Air Operations Branch Director will assign aircraft control frequencies. The following aircraft frequencies are available and common in the Los Angeles Area:

123.1 MHz VHF-AM (International On-Scene SAR)

123.025 MHZ VHF-AM (Helicopter UNICOM)

129.0 MHZ VHF-AM (Helicopter operations with in the Port of Los Angeles – Long Beach)

Secondary Communications: Coast Guard Sector LA-LB can communicate in the High Frequency (HF) Band from 2-30 MHz. Sector constantly monitors 2182 KHz (International calling and distress)

81040 Communications Support

The IC/UC can request communications support from the following agencies if they are unable to effectively communicate with all responders involved directly or though the Incident Command System.

81040.1 Coast Guard

Sector LA-LB may support local IC/UC's with handheld VHF-FM radios or with a mobile incident command post with VHF-FM (secure and unsecure), HF, and CB radios with a 20 mile, line of sight coverage.

USCG District 11 can support local IC/UC's with multiple different sizes and types of mobile radio communications equipment, both secure and unsecure.

81040.2 Santa Barbara County OES

There are two methods currently available for direct communications between the Coast Guard and Santa Barbara City/County fire departments landline/cellular communications:

Radio Frequencies -

1. Santa Barbara City Fire 154.280 MHZ Green 1

2. Santa Barbara City Fire 154.265 MHZ Green 2

and Santa Barbara City Harbor Patrol

3. Santa Barbara County Fire 154 250 MHZ Channel 1

4. Santa Barbara County Fire 154.995 MHZ Channel 2

5. Santa Barbara County Fire 155,715 MHZ Channel 3

Landline –

1. Santa Barbara City Fire Dispatch (805) 965-5252

2. Santa Barbara County Fire Dispatch (805) 692-5723

Operational Area Notification & EAS Activation –

1. Santa Barbara County Office of Emergency Services

(805) 681-5526 (24-hr)

2. Santa Barbara County Office of Emergency Services

(805) 692-5723 (24-hr)

81050 Communications Security

USCG responders deal with politically sensitive information subject to the Privacy Act. When secure communications are utilized, information is automatically guarded. However, the majority of fire response communications are conducted via radio, or landline methods that are non secure. These methods, radios and even cell phones, can be monitored by the public and are most vulnerable to information compromise. While conducting response actions, responders must be mindful of communications security and safeguards. Secure communications systems available to Sector LA-LB and other Coast Guard units include STU III (Secure Telephone Unit), scrambled cellular portable telephone, and data encrypted security (DES) VHF-FM radios. Use of these systems to communicate information will be at the discretion of the COTP. Generally, these systems will not be employed unless the COTP believes that information being relayed is too sensitive for public release via radio monitoring or protected communications is required to accomplish mission objectives.

81060 Firefighting Mutual Aid Frequencies

State White Fire Channels. The **White Fire** frequencies (not "OES White") are FCC-designated as "intersystem" channels used for multiple agency fire coordination operations.

These frequencies are compatible with all of local and state fire safety agencies and will be used during a multiagency response when there are no waterborne assets involved in the response. Some Sector LA-LB radios are equipped with these frequencies, but in the event that these radios are not available, radios can be provided by local Fire Departments. The frequencies are:

154.265 MHz	White Channel 1
154.280 MHz	White Channel 2
154.295 MHz.	White Channel 3

81100 Annex IV – Public Information

81110 References

COMDTINST M 5260.2. Privacy and Freedom of Information Acts.

COMDTPUB P3120.17A U.S. Coast Guard Incident Management Handbook

COMDINSTM5728.2 (series), Public Affairs Manual.

Coast Guard Public Affairs Policy Statement.

CCGDELEVEN SOP lFY.

81120 Introduction

During many fires, the press and interested bystanders will be seeking information regarding the emergency. Inquires from the media will be given special attention, per the policies described in the above references. Essentially, all information concerning unit activities may be disseminated except where the information is a breach of security, accuracy, policy, propriety, law enforcement prosecution, humanitarian concern, or conflicts with the Privacy Act/Freedom of Information Act.

81130 Responsibilities and Duties

81130.1 Public Information Officer

The PIO is responsible to the IC/UC for communicating with the public, media, and/or coordinating with other agencies, as necessary, with incident related information requirements. The PIO is responsible for developing and releasing information about the incident to the news media, incident personnel, and other appropriate agencies and organizations. Depending on the size or complexity of the incident, a lead PIO should be assigned for each incident and may have assistants, as necessary, including supporting PIOs representing other responding agencies or jurisdictions. The PIO gathers, verifies, coordinates, and disseminates accurate, accessible, and timely information on the incident's cause, size, and current situation; resources committed; and other matters of general interest for both internal and external use. All information in the field must be cleared by the UC prior to release.

81140 Joint Information Center (JIC)

81140.1 Purpose

To ensure coordination of public information during incidents that involve multiple agencies and/or jurisdictions, the IC/UC may use a JIC to support the gathering, verification, coordination, and dissemination of accurate, accessible, and timely information. The JIC is a central location that facilitates operation of the Joint Information System. In the early stages of response to an incident, the PIO shall consult with the IC/UC regarding the opening of a JIC. The IC/UC shall retain authority to order the opening of a JIC, although the lead PIO may recommend when it is appropriate. The JIC may be staffed by representatives from all agencies and jurisdictions involved in the response and recovery operation. The JIC should be located close to the best sources of information, such as an EOC, without compromising safety or security of the personnel staffing the facility. A single JIC location is preferable, but the system is flexible and adaptable enough to accommodate virtual or multiple JIC locations, as required.

81140.2 Establishing a JIC

A JIC may only be established at the direction of the IC/UC. The PIO may recommend to the IC/UC that a JIC be established. Upon the order to establish a JIC the PIO shall identify and appoint a Deputy PIO who will also serve as JIC Manager. The PIO and JIC Manager will coordinate with the Logistics Section to order personnel, facilities, and supplies necessary to operate the JIC. The organization of the JIC is flexible and fluid and should be expanded or collapsed as necessary to meet the demands of the incident.

81140.3 JIC Organization

81140.31.1 Public Information Officer (PIO)

The PIO is the head of the JIC and is responsible to the UC for is proper operation.

Deputy PIO / JIC Manager –- The Deputy PIO shares the duties and responsibilities of the PIO and may act as such in his/her absence. In the event a JIC is established by the UC, the Deputy PIO will also act as the JIC Manager, directing the daily operational and administrative activities of the JIC and executing any policy or direction established by the PIO or the UC. The Deputy PIO is responsible for:

Establishing internal communication and staffing policies and procedures.

Ensuring the JIC operations are well organized.

Setting work schedules and daily hours of operation

Ensuring ICS-214 log is maintained and copies of all JIC products are filed for documentation.

Reviewing all “for-release” products prior to submission to the PIO for approval of the UC.

Managing JIC facilities and work with the Logistics Section to ensure the JIC has sufficient resources to accomplish its mission.

81140.31.2 JIC Operations Branch

The JIC Operations Branch is lead by the Assistant PIO for Operations and composed of the Situation Status Unit and Products Unit.

81140.31.3 Assistant PIO for Operations

The Assistant PIO for Operations is responsible to the JIC Manager for:

Gathering, managing, and analyzing information from all parts of the JIC and Display information for use in JIC

Providing support for JIC gatherings (e.g., news conferences or town meetings).

Developing communication and outreach products based on information from the JIC situation unit (e.g., talking points, briefings, flyers, fact sheets, news releases, and public service announcements)

Coordinating security needs with the Security Manager of the Facilities Unit in the Logistics Section.

Establishing and implementing systems to manage the flow of information

Supporting the development and modification of communications and outreach strategy.

Supporting the development of materials needed to support VIP visits to the disaster site, or the ICP.

Assuming the responsibilities of the Assistant IO/JIC Manager as needed.

Situation Status Unit

The Situation Status Unit is headed by the Situation Status Unit Leader. The Situation Status Unit is responsible to the Assistant PIO for Operations for:

For being the primary liaison between the JIC and Situation Unit in the Planning Section.

Gathering information about the incident from the situation unit and displaying it in the JIC so that it is easily accessible to personnel answering inquiries and producing written products.

Providing all members of the JIC with copies of news releases, fact sheets, current command message(s) and talking points.

Establishing contacts and maintaining regular times to pick up information from all branches of the ICP.

Responding rapidly to requests for the latest response information from other units of the JIC

Maintaining public information boards in high traffic areas of the Incident Command and response personnel and posting news clipping and press releases to keep response community informed.

Products Unit

The Products Unit is headed by the Products Unit Leader and is composed of the **Messaging/Writing Group** and **Imagery Group**. The Products Unit is responsible to the Assistant PIO for Operations for:

Producing media advisories, public service announcements, written news releases, fact sheets, talking points, and press packages.

Obtaining approval from UC for all releases, advisories, and other materials (accurate information is essential in preventing public confusion, loss of credibility, and/or adverse publicity).

Coordinating with situation status unit to ensure the most current and accurate information is released. Coordinate with agency PIOs ensure agency specific information is accurate.

Producing photographs of newspaper/magazine quality.

Producing video of broadcast quality

Managing all photographers and videographers assigned to the incident.

81140.31.4 External Relations Branch

The External Relations Branch is lead by the Assistant PIO for External Relations and composed of the Media Relations Unit, Dissemination Unit, and Media Monitoring Unit.

Assisting PIO for External Relations

The Assistant PIO for External Relations is responsible to the JIC Manager for:

Scheduling participants in JIC activities

Preparing speakers prior to interviews

Conducting news conferences

Analyzing print and electronic news clips

Providing media escorts

Receiving and replying to all media and public information inquiries.

Monitoring and maintaining audience and stakeholder relations

Supporting agency and team coordination.

Identifying misinformation or rumors that may affect response.

Media Relations Unit

The Media Relations Unit is headed by the Media Relations Unit Leader. The Media Relations Unit is responsible to the Assistant PIO for External Relations for:

Preparing speakers for news conferences, town meetings (in coordination with Community Relations Branch), single media interviews, and special events with talking points prepared by the Products Unit.

Scheduling appropriate spokespersons necessary to conduct interviews with the media, community (in coordination with Community Relations Branch), and distinguished visitors.

Scheduling designated spokespersons to receive speaker preparation prior to each interview.

Advising the PIO and Deputy PIO/JIC Manager on times for news conferences.

Scheduling media escorts.

Establishing a daily drive-time call-out schedule that meets local radio and television deadlines.

Dissemination Unit

The Dissemination Unit is headed by the Dissemination Unit Leader and composed of the **Media/Public Inquiry Group**, **Crisis Web Site Administrator**, and **Reverse 911/Emergency Alert System Coordinator**. The Dissemination Unit is responsible to the Assistant PIO for External Relations for:

Determining primary newspaper, radio and television outlets and identifies other significant outlets, such as internet, trade publications, etc.

Identifying other means of communication such as reverse 911, Emergency Alert System and other communications procedures and methods already established by government and non-government agencies.

Producing detailed accounts of calls, including name and organization, phone numbers, nature of inquiry, and results

Maintaining a comprehensive and current media list containing points of contact, phone, pager, cellular and fax numbers, and e-mail and postal addresses

Maintaining a comprehensive and current media log containing the date, name of JIC member responding, reporter, action taken, nature of inquiry, fax number, and telephone number

Maintaining a comprehensive and current list of interested stakeholders and community leaders and points of contact that contain phone and fax numbers, e-mail and postal addresses in coordination with the Community Relations Branch and Liaison Officer.

Sending written material to requestors as it is approved via fax, e-mail, and internet

Staffing the phones with people able to answer calls, possibly in more than one language, from local, state, national and international media, the community and governmental entities

Recording questions that can not be answered immediately and calls back when the answers are found

Responding to routine inquiries using talking points, speaker preparation, news releases, and fact sheets

Maintaining a comprehensive and current log of information released; all informational materials should be kept on a shared drive accessible to members off the JIC.

Following up news releases with calls to the media

Promoting story and feature ideas to target media

Releasing telephone number(s) for community volunteers and set up a recorded message after hours telling them when to call back

Providing a detailed list of volunteers that call into the JIC, including name, phone number, and nature of their offer (skills, food donations, availability, etc.) to the Volunteer Coordinator.

Media Monitoring Unit

The Media Monitoring Unit is headed by the Media Monitoring Unit Leader. The Media Monitoring Unit is responsible to the Assistant PIO for External Relations for:

Determining media outlets that reach significant diverse audiences.

Analyzing print and television news, Internet blogs and news story comments and gathering perceptions from the media about the progress of the response effort.

Identifying potential issues, problems, and rumors and report the information immediately to the PIO and appropriate agency or office.

Identifying potential detrimental rumors and rapidly determine effective ways to deal with them

Clip and distribute all incident-related news, vide, or editorial items from print and electronic media.

Provide feedback to the Products Unit on the effectiveness of strategic messaging. Make recommendations to improve or increase the coverage and accuracy of information in an effort to alleviate concerns and gain community support.

Community Relations Branch

The Community Relations Branch is lead by the Assistant PIO for Community Relations and composed of the Community Relations Unit and Protocol Unit.

Assistant for Community Relations

The Assistant PIO for Community Relations is responsible to the JIC Manager for:

Determining the information needs of the community in support of the Dissemination Unit.

Coordinating community outreach programs.

Monitoring the perceptions of the affected communities concerning the progress of the response.

Determining the need for and format of town meetings.

Providing protocol support to the Liaison Officer and escort service as needed for community, distinguished, and congressional visitors.

Maintain a comprehensive and current list of community leaders and points of contact that contain phone and fax numbers, e-mail and postal addresses.

Community Outreach Unit

The Community Outreach Unit is headed by the Community Outreach Unit Leader. The Community Outreach Unit is responsible to Assistant PIO for Community Relations for:

Developing and coordinating community education and outreach programs.

Establishing contact with influential local community members that can provide feedback about how the response is perceived.

Organizing and conducting town hall meetings in coordination with Media Relations Unit.

Distributing community education materials in developed coordination with the Products Unit.

Protocol Support Unit

The Protocol Support Unit is headed by the Protocol Unit Leader. The Protocol Unit is responsible to Assistant PIO for Community Relations for:

Coordinating protocol activities and concerns between the JIC and the Liaison Officer.

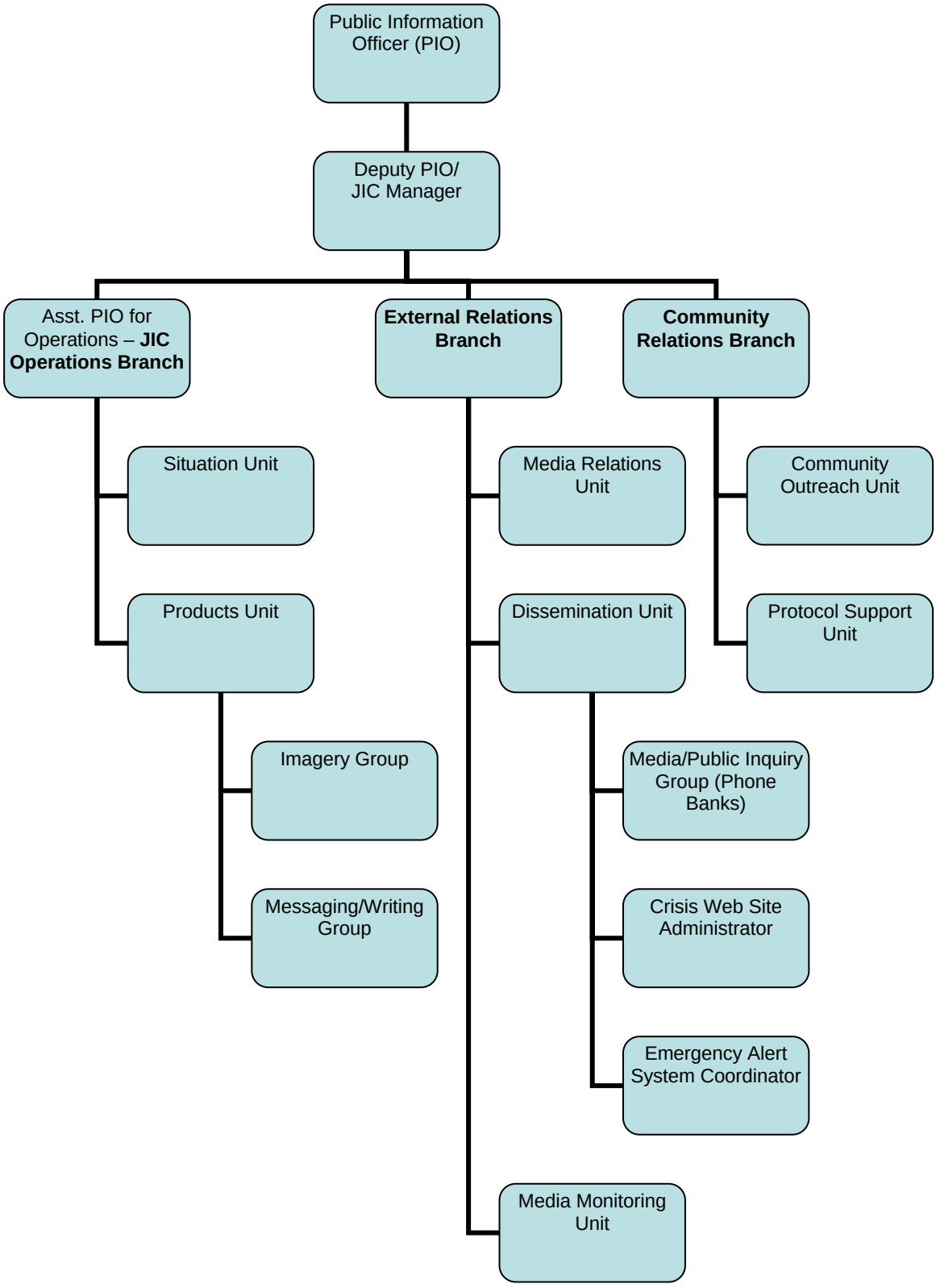
Ensuring media and or VIP escorts are available and scheduled in support of the Liaison Officer.

Ensuring briefing packets are available to both escorts and the Liaison Officer for Congressional and VIP visits.

Providing the Liaison Officer support to keep federal, state, and local stakeholders informed of response activity.

In coordination with the Liaison Officer, provide escort service as needed for community, distinguished, and congressional visitors

81140.4 JIC Organization Chart



81200 Annex V – Documentation

Two aspects of the documentation of an incident will be important. First, it will be necessary to document the damage resulting from the incident. In order to provide this information to agencies which may seek to bring legal action against the perpetrator for damages to public and private property as well as punitive damages for violation of federal, state, or local law. Secondly, documentation will be required to obtain reimbursement for labor and expenses incurred by agencies involved with firefighting operations. It will be necessary to prepare documentation in a form, which will be admissible in court as evidence or if costs involved go to litigation for resolution. It will be necessary to:

- Follow the rules of evidence.
- Obtain dates, time of occurrence, names of participants, and witnesses.
- Maintain clear and consistent records.
- Be certain that time worked and the individuals involved are clearly recorded and totally accurate.
- Maintain a log of radio communications.
- Maintain duplicates of written communications.
- Maintain a log of equipment used, hours worked and associated costs.
- Maintain a log of supplies used, amounts involved and associated costs.
- Obtain a receipt from suppliers for written information submitted to them with regard to the incident and note this in the documentation of the event.

81300 Annex VI – Funding

81310 Introduction

There is no special funding source for marine firefighting. Resources will have to be provided on a cooperative basis or will have to be paid for by the responsible party. In the event there is a threat of an oil/hazardous material release into a navigable waterway of the United States, some reimbursement of response costs may be available from the Oil Spill Liability Trust Fund or the Hazardous Substance Superfund (CERCLA). Limited funding to state and/or local governments is available. Requests for funding should be made through Sector LA-LB.

81320 Vessel Responsibilities

81320.1 Burning Vessel

Decisions regarding the entry into and movement of a burning vessel within the Ports of Los Angeles – Long Beach potentially expose the Ports to significant damage, loss and liability, and the Ports may seek to obtain financial assurances from the responsible party and/or decision-makers for any such damage, loss and liability. The owners, masters and agents should be prepared to provide indemnification and hold harmless the Port, its board, and local government for damage or injury suffered as a result of such fire or movement of the vessel. A surety bond may also be required equal to the estimated cost of removing the sunken vessel from the Port. Liability insurance covering the damage the vessel may cause to other property should also be verified since the possibility exists that the vessel could set fire to other vessels or facilities.

81320.2 Oil Discharge

If the vessel is over 300 GRT, the vessel must provide proof of insurance for oil spill clean-up with a valid Certificate of Financial Responsibility (COFR) issued by the Coast Guard and State of California. The COFRs will be verified prior to the vessel being allowed to entering U. S. territorial waters.

81400 Annex VII – Arrangements for Volunteer Groups

The Volunteer cell is organized under Resources in the Planning Section. The Volunteer cell will be opened upon decision by the Unified Command and notification to the Volunteer Coordinator. The Planning Section, the Resources Unit or the State IC notifies the SVC that volunteers may be needed or that telephone coverage is needed to inform/update the public about the status of volunteer utilization. The cell can consist of one person and one phone line, multiple people and lines, or an entire Volunteer Operations Center (VOC). It can expand as the need expands. All volunteers (except Oiled Wildlife Care Network (OWCN) program volunteers) will be requested through Planning and Resources Section.

For more details refer to Section 4320 of the Sector LA-LB Area Contingency Plan regarding the use of volunteers.

81500 Annex VIII –Interagency Support

81510 Federal Aviation Administration (FAA) Airspace Restrictions

During a major fire or hazardous materials release, it may be necessary to impose flight restrictions over the area impacted. The IC/UC should give this response measure consideration.

TFR's (Temporary Flight Restrictions) can be established by calling the Los Angeles FAA office at (310) 297-1180 or (310) 297-1659. The FAA will need to know:

- Reason for temporary flight restriction,
- Area to be under temporary flight restriction (with the perimeter defined by longitude latitude coordinates);
- Estimated length of time TFR will remain in effect.

The FAA will immediately put a 9191 Airspace Action TFR into effect for the area specified. This restriction will be passed to all affected air traffic control centers, who in turn will pass it to all aviators via weather briefings, VHF AM radio broadcasts, and written notices. The IC/UC should note that news media aircraft cannot be restricted from any airspace unless it is above a disaster which poses a serious risk to over flying aircraft, such as: a large fire or national security would be seriously jeopardized. The IC/UC must specify to the FAA that news media over flight will be restricted for one of these reasons.

81520 Emergency Alert System (EAS)

Purpose and Background:

This section explains how the Federal IC can access the Emergency Alert System (EAS), and how the EAS can be utilized as a vital communications tool in life and property saving situations.

The Emergency Broadcast System (EBS) was established in 1963 to provide the President of the United States with an expeditious method of communicating with the American public in the event of war, threat of war, or grave national crisis. On January 1, 1997, the EBS was replaced by the EAS and is to be used too provide the public with immediate messages that affect life and property.

Organization:

The EAS is composed of AM radio, FM radio, and TV broadcast stations, and non government entities operating on a voluntary organized basis during emergencies at National, State, or Operational (local) Area levels.

Discussion:

EAS broadcast stations can only be activated by Federal, State, Local government, or their designated agencies. For situations where EAS utilization is a viable option, the Federal IC shall consult with and inform (appropriately):

- Incident Unified Command
- RRT (if activated)
- Federal agencies
- State agencies

- Local government/agencies

Whenever possible, the CG Federal IC should have the state or local government initiate EAS activation.

The Federal IC should consider recommending EAS activation for fire related emergencies such as:

- Hazardous materials and toxic gas release information.
- Evacuation.
- Radiological incidents.
- Fires and oil spills that threaten public health.

81520.1 EAS Activation in Santa Barbara County

The EAS for Santa Barbara County Operational Area is currently only activated by the County Office of Emergency Services.

81600 Annex IX – Quick Response Plan for CG Sector LA – LB

81610 Introduction

This section provides procedures for Coast Guard response to marine fires within the Sector LA-LB COTP Zone. The procedures described here are a "generic" response to a marine fire and will be modified to suit the actual situation. Response personnel must therefore be thoroughly familiar with the entire plan, and with other applicable directives and policies.

81620 Quick Response Sheet for Marine Firefighting

VESSEL FIRE AT SEA

References

a) Marine Firefighting Contingency Plan

Event

Vessel moored or underway on fire

Discussion

Issues

- Safety of life is the primary concern
- COTP is Incident Commander – for vessel underway
- Local fire department is Incident Commander – for vessel moored
- Local fire departments will be primary firefighting resources

Instruction	Done	Initial Action

1	☐	**Gather complete information** regarding incident including:
		• Vessel name/flag/location/number of persons onboard
		• Reporting source name/number
		• Is vessel
		  o Capable of maneuvering?
		  o Able to anchor?
		  o Loaded/light/ballasted?
		  o Near any vessels/structures?
		• Status of Fire
		• Shipboard Firefighting System Expended and type

2	☐	**Conduct SAR as necessary** – Launch resources
3	☐	Contact local Fire Department/Fire Boat Station/establish communications with on scene fire department • LAFD • LA Fire Boat • LBFD • LB Fire Boat

		• LA County FD • Santa Barbara County FD • Or other local fire response agencies as appropriate * Stage as appropriate
4	☐	Issue Broadcast Notice to Mariners
5	☐	If after hours, dispatch duty team or MSD watch stander to the scene to act as a liaison or member of the Unified Command.
6	☐	Notify immediately endangered vessels or facilities. Order movement of vessel if necessary. Use VTS as needed.
7	☐	Notify • Sector Commander • Incident Management Division Officer • Duty Inspector • Establish 500 yard safety zone and send BNM as necessary, notify WWM of safety zone • Duty Investigating Officer • VTS • Port Authority • Pilots as necessary • Vessel Agent as necessary
8	☐	Refer to Marine Firefighting Contingency Plan for further details and support.
9	☐	Check D11 Bridges QRS Notebook for other info/possible action

CONTACTS:

Sector LA-LB	310-521-3801
LAFD/LBFD:	911
LA Fire Boat:	213-485-6180
LB Fire Boat:	562-570-1215
VTS:	310-832-6411
LA Pilots:	310-732-3805
LB Pilots:	562-432-0664
Port of Long Beach:	310-437-0043

81700 Annex X – Potential Place of Safe Refuge

In the event of a fire on a vessel in the Sector LA-LB AOR, and the vessel's crew is unable to contain the fire, the USCG may be designated to act as the Incident Commander to protect U.S. interests under the authority of the Clean Water Act (CWA). The primary concern with offshore fires, subsequent to successful search and rescue operations, will be the prevention of pollution to U.S. and fouling of sensitive fishing areas, wildlife habitats, shorelines, economically important area which are to be considered by the Department of Fish and Game, Office of Spill Prevention and Response (OSPR) and not creating an obstruction to navigation.

81710 Places of Safe Refuge Decision-Making Process

On July 17, 2007 the Commandant of the U.S. Coast Guard established policy to aid in the risk assessment and places of safe refuge decision making process. This policy is outlined in COMDTINST 16451.9, *Coast Guard Places of Refuge Policy*.

The risk evaluation may be done by a future plans unit within the Planning Section made of subject matter experts from the Operations and Planning Sections, the Command Staff, and appropriate stakeholders. Before beginning the evaluation, use the checklists provided in enclosure (1) of COMDTINST 16451.9 and gather all relevant information.

The risk evaluation job aid, enclosure (2) of COMDTINST 16451.9 is designed to independently evaluate the probability and consequences associated with each Place of Refuge option under consideration. The scores for each option are then combined to produce overall risk scores.

Because different subject matter experts may be involved in the different portions of the Place of Refuge evaluation, sections of the job aid may be completed in parallel, rather than in sequence.

The probability portion of the evaluation is primarily concerned with how towing, sea conditions, currents, wind, holding ground, the relative ease of conducting salvage and response operations, and other physical factors associated with a given Place of Refuge may affect the vessel. Accordingly, salvors, professional mariners and persons with expertise in engineering, ship structure, and similar fields should make this portion of the evaluation. This is in no way intended to limit the participation of others.

The consequence portion of the evaluation is primarily concerned with the expected harm to public health and safety, natural resources, and economic activity should an incident actually occur. Accordingly, public safety officials, natural resource trustees, and economic stakeholders should be included in the human health and safety, natural resource, and economic consequences portions respectively. This is in no way intended to limit the participation of others.

81720 Places of Safe Refuge Decision-Making Process Specific to Firefighting

Due to limited resources available to fight an offshore fire, the COTP may be forced to consider allowing a burning vessel to enter port. The numerous considerations that are part of the decision can be found in Chapter 8, Volume VI of the Marine Safety Manual. Additionally, the information concerning mooring, anchorage and grounding sites should be reviewed and considered as part of this decision. The vessel at risk is only a small part of the resources which must be protected; other resources include the environment, economy, trade, ports, and other vessels.

Decisions regarding the grant of refuge shall be made in accordance with the Places of Refuge COMDTINST 16451.9 and the Area Contingency Plan.

Entry into a port or movement within the port may have to be denied when:

There is danger that the fire will spread to other port facilities or vessels.

The vessel is likely to sink or capsize within a channel, becoming an obstruction to navigation.

The vessel might become a derelict.

Unfavorable weather conditions preclude the safe movement of the vessel or would hamper fire fighting (high winds, fog, strong currents, ice, etc.)

The firefighting group should provide input through the chain of command to the Unified Command by way of the Operations Section Chief regarding the pros and cons of Places of Refuge (POR) A vs. B as well as options 3-6 below and a risk determination for each.

The information contained is this section is to aid the U.S. Coast Guard Captain of the Port (COTP)/Federal On Scene Coordinator, State On Scene Coordinator (SOSC) and Unified Command (UC) members in evaluating risks and identifying an appropriate place of refuge.

Definitions.

Place – An area that is delineated by geographic locale, jurisdictional boundaries, environmental considerations, controlling authorities, or other such methodology that groups or links a site or many sites. A place may also be a site, where the place and site are the same and no other sites are designated within the place.

Place/Site Identification – The place identification number is composed of the ACP number, place letter designator, and two digit site number each separated by a hyphen that is assigned to a pre-incident place/site survey.

ACP #	Place Letter	Site Number
[redacted]		

Site – A subdivision of a place that is a more specific location than the place itself.

81730 Considerations for movement of a Burning Vessel

A crucial decision in response to a marine fire involving a burning vessel is whether to allow it to enter the port, move it to (or away from) an anchorage or a pier, ground the vessel, or scuttle it offshore. No vessel on fire will be moved without the COTP Los Angeles-Long Beach's permission and in accordance with Places of Refuge COMDTINST 16451.9 and the Area Contingency Plan except in extreme emergency.

81730.1 Vessel Movement Considerations

Among the considerations to evaluate in deciding whether to allow a vessel to enter or move within a port are the following:

- Hazard to crew or other resources where vessel is situated.
- Location and extent of fire.
- Capabilities/training of crew.
- Status of shipboard firefighting equipment.
- Class and nature of cargo.
- Possibility of explosion.
- Hazards to the environment.
- Forecast weather.
- Maneuverability of the vessel (i.e., is it a dead ship, etc.).
- Effect on bridges under which the vessel must transit.
- Potential for fire to spread to pier or shore side facilities.
- Firefighting resources available shore side.
- Consequences/alternatives if the vessel is not allowed to enter or move.
- Hazards to other ships or special populations (i.e. schools, hospitals).
- Possibility of major structural failure during transit.
- Danger to pilot and tug crews during transit.
- Possibility of vessel sinking or capsizing thereby becoming an obstruction to navigation.

81730.2 Identification of Potential Stakeholders

This list identifies potential stakeholder groups throughout California. Before using this list for incident-specific places of refuge decision-making, check the appropriate pre-incident site assessment to determine whether specific stakeholders have been identified for a potential place of refuge. If so, use the specific list developed for that potential place of refuge. If not, use the list below as a guide for which stakeholder groups to consult.

Situation where full consultation is not possible:

- When a vessel's situation allows time for consultation with some, but not all stakeholders, at a minimum, the COTP/Unified Command should contact:
    - State On-Scene Coordinator
    - Federal and State natural resource trustees
    - Federal and State safety and public health agencies (if there is a risk to public safety and/or health)

- As time allows, the COTP/Unified Command should also consult with federally recognized tribes, and other appropriate potentially affected stakeholders identified below.

List of Potential Stakeholder Groups:

- Federal natural resource trustees
- State natural resource trustees
- Federal, State, and local safety and public health agencies
- Federally-recognized tribes
- Land Owners:
  - Local (e.g., county/municipal) governments
  - Private land owners (e.g., Native corporations)
- Others

Other Stakeholders:

- Area Committee/Port Safety committees and law enforcement partners
- Commercial operators
- Port authorities

81730.3 Pre-Incident Site Surveys

Place ID	Place Name	Site Name
5-A-01	Port of Los Angeles	Port of Los Angeles
5-B-01	Port of Long Beach	Port of Long Beach
5-C-01	LB Inner Anchorage	LB Inner Anchorage
5-D-01	LA-LB Outer Anchorages	LA-LB Outer Anchorages
5-E-01	El Segundo Moorings	El Segundo Moorings
4-A-01	Port of Hueneme	Port of Hueneme

81730.4 Reasons for Denial

Entry into a port or movement within a port may have to be denied when:

- There is danger that the fire will spread to other port facilities or vessels,
- The vessel is likely to sink or capsize within a channel, becoming an obstruction to navigation;
- The vessel might become a derelict;

- Unfavorable weather conditions preclude the safe movement of the vessel or would hamper firefighting (high winds, fog, strong currents, etc.)
- Risk of serious pollution incident by oil or hazardous substances exists. The Sector LA/LB COTP, in consultation with Jordan Stout, the NOAA Scientific Support Coordinator for District 11, and the Regional Response Team (RRT), will assess the pollution risks and determine appropriate action.

81800 Annex XI – Vessel Stability and Salvage

In many casualties involving vessels, salvage may be the best way of mitigating a catastrophic marine casualty or preventing one from occurring. The size and complexity of a salvage operation will dictate the direction that the Unified Command will take to safely and effectively bring the incident to closure. The information contained in this section is to provide responders with guidance to help determine the extent of a casualty, evaluate the capability of a contracted salvage company, and offer ICS organizational options to help harmonize the overall response with salvage concerns.

Salvage efforts may be divided into three phases: stabilization, refloating, and post-refloating. During the stabilization phase, salvors take steps to limit further damage to the vessel, and to keep the ship from being driven harder aground or broaching. Response leaders gather information and formulate a salvage plan; that plan specifies actions to be taken during the refloating and post-refloating phases of the salvage. The refloating phase commences when the salvage plan is executed and ends when the ship begins to move from her strand. During post-refloating, the vessel is secured and delivered to the designated port facility.

Parties involved in salvage response should refer to Chapter 8, Volume I of the U.S. Navy Salvage Manual for specific information relating to salvage techniques.

Refer to the Regional Contingency Plan Section 3003.01.2 for notification of a Marine Casualty requirements:

81810 Initial Actions

A prudent vessel captain will take certain actions to mitigate the threat to the crew and vessel. Upon receiving notification of a marine casualty, the Incident Commander should verify that the vessel master, if possible and appropriate, has taken the following actions listed to the right:

Initial actions to be taken by vessel's crew
Have ship's personnel report to emergency stations
Secure watertight fittings
Take appropriate fire fighting actions
Notify the ship's operations controller
Obtain an accurate cargo storage plan
Request shore personnel request salvage assistance
Display day shapes & sound appropriate signals

To assist with the critical information that must be gathered during the initial response phase of an incident the Sector LA-LB Command Duty Officer should ensure the completion of the **Rapid Salvage Survey listed in Annex XIII** of the Firefighting and Salvage Plan.

81820 Vessels Response Requirements

Refer to section 8240.2 of this plan (Marine Firefighting and Salvage) for detailed vessel requirements.

81830 Considerations in Evaluating Salvage Response Contractors

Often, the employment of professional salvage contractor during a marine casualty is critical to ensuring the safest and most expeditious resolution of an incident. The following guidelines assist the Incident Commander/Unified Command in determining if the salvage contractor hired by the Affected Party has the knowledge and capability to undertake the salvage operation. The salvage contractor should:

- Currently provide salvage response services;
- Have a documented history in the business;
- Own response equipment;
- Have trained employees;
- Have 24 hour capability and a history of proven rsponse capability;
- Have a training program for employees;
- Have a history of drills and exercises;
- Have a history of creating approved and successful salvage plans;
- Have membership in professional associations;
- Have employer's liability and salvors' liability insurance;
- Be well capitalized for the intended operation;
- Have local experience; and
- Have proven logistical capability.
- Follow OSHA and CG rules & regulations regarding HAZWOPER and diving operations

81840 Guidance for Salvage Response Times

Time can be a critical element in the effective use of salvage as a mitigating strategy to prevent or reduce environmental damage.

Table 1 provides California OSPR requirements for tank vessels (except for those vessels carrying oil as secondary cargo) to assist the IC/UC when attempting to determine whether a contracted salvage company has the ability to perform critical salvage functions within a targeted timeframe.

Table 1

California Salvage Response Time Requirements	*Response Times for any marine peril that could reasonably be expected to cause a discharge of oil into the marine waters of California*
Notification of disabled vessel	1 Hour to CG
Emergency Services Vessel (towing vsl)	12 Hours
Engage a professional Salvor	12 Hours
Firefighting	12 Hours
Lightering	12 Hours
Damage Control Equipment	18 Hours
Equipment to tow incapacitated vessel	18 Hours

Table 2, a modified version of a table in the Coast Guard's Notice of Proposed Rulemaking on Salvage and Marine Firefighting, provides guidance to the Incident Commander/Unified Command when attempting to determine whether a contracted salvage company has the ability to perform critical salvage functions within a targeted timeframe (Table 1 is intended to be a guide, not a standard). A copy of Table 1 should be provided to the ship's master and/or owner to help communicate the Incident Commander/Unified Command's expectations.

Table 2. The salvage response times should be used as guidance by the Incident Commander/Unified Command to assess whether the contracted salvage company can respond and perform critical functions within an acceptable time.

Salvage Response Time Guidance	*Response Times for the Coastal Waters out to 12 miles*	*Response Times for Ocean Environment out to 50 miles*
Salvage Response Requirements		
On-site salvage Assessment	6 Hours	12 Hours
Firefighting	8 Hours	18 Hours
Vessel and Bottom Survey	12 Hours	18 Hours
Towing	12 Hours	18 Hours
Salvage Plan	16 Hours	22 Hours
Lightering	18 Hours	24 Hours

81850 Salvage Plans

Upon arrival, the salvage ship or vessels, and personnel, should conduct damage control and position stabilization. Damage control actions may range from augmenting the ship's crew, to conducting firefighting and flooding control. Position stabilization consists of securing the ship at the first opportunity to prevent it from broaching or being driven further ashore.

Prior to developing a salvage plan, the salvor must conduct a thorough salvage survey of the vessel and its immediate surroundings. The survey is defined in the Navy Salvage Manual as being comprised of: the preliminary survey; the detailed hull survey; the topside survey; the interior survey; the diving survey; the hydrographic survey; and the safety survey. The salvor should refer to Section 8-2.6 of Volume I of the Navy Salvage Manual for details. The information should be recorded on the salvage survey form included in Appendix I, Chapter 8, Volume I of the Navy Salvage Manual, or an equivalent.

The salvage plan should be considered a flexible working plan with appropriate changes made in response to changing conditions.

Annex XIII contains the Salvage Plan and Information Checklist to assist the IC/UC during the plan approval phase.

81860 Salvage Plan Implementation (Refloating Phase)

During the refloating phase, all parties must be in close communication, and the process should be brought to a halt if significant safety problems develop. The salvor, responsible party, and the Captain of the Port have the authority to stop salvage operations in this case.

Consideration to assuring that the problem will not be made worse must be addressed thoroughly. In the case of a heavily damaged vessel, the risk to the port and the environment may not warrant allowing the vessel to be brought into the harbor. In some cases, it may be desirable to allow the vessel to sink in deep water to mitigate environmental damage, or minimize risk to life. Obviously, these are decisions that will have all parties in the salvage effort fully involved, and the FOSC must take the lead to assure that the best management of the incident/threat is achieved.

Working with the Responsible Party and the naval architect, the salvor must develop a salvage plan. The plan must detail actions to be taken and resources to be used, and it must set organizational responsibilities and the anticipated schedule. **After the plan is prepared and prior to initiating salvage operations, the Responsible Party must submit the plan to the Federal On Scene Coordinator or his designated representative, for review.** The Federal On Scene Coordinator will review the plan, and approve or disapprove it based upon real or potential risks to port safety and the environment. Any plans for the intentional jettisoning of cargo will be reviewed as part of the salvage plan.

81870 Salvage Response Considerations for other than Vessel Stranding

Salvage assistance may also be required for vessel sinking and rescues (towing). In these cases, the relationships between the various parties remain the same as for strandings. For sinking, the salvor must focus on methods for refloating the vessel, and vessel stability as it is refloated. For rescue situations, development of a comprehensive salvage plan may not be necessary. Use of good marine practice in establishing and maintaining the tow, and coordination with the vessel's master, tow vessel, Coast Guard SMC, the Captain of the Port, and the vessel's owner/operator may suffice. In either of these cases, the user of this plan should follow the guidelines presented, adapting them to the specific salvage requirements at hand.

81880 Types of Salvage Contracts

Salvage companies may operate under several types of contracts when conducting salvage operations. Some contract types such as Lloyd's open form may influence the level of cooperation between the salvor and the Unified Command. Incident Commanders/Unified Command should be aware of the type of contract that a salvor is operating under and its potential influence on coordination.

Lloyd's Standard agreement – No Cure No Pay (aka Lloyd's Open Form) is a contract which encourages the salvor to immediately and actively pursue the work independently for a sum to be agreed upon only after delivery of the vessel to safety. The salvor gets no financial compensation if the vessel is not delivered safely or if there is no salved value.

Fixed price, lump sums are contract formats stipulating a scope of work to be accomplished for a pre-negotiated amount. Fixed price encourages fast action but can induce a salvor to pursue the least capital intensive, more risky alternative to save expenses.

Time and materials or Cost plus contracts usually refer to a rate sheet or actual invoices for all assets employed or expended and indicate bonuses and penalties for completion. The contracting party can assume a more active management responsibility while the salvor may be less motivated for the speedy completion of the work unless the contract includes meaningful incentives.

81890 Marine Assistance for Small Vessels (under 100 Gross Tons) Not in Distress

81890.1 Coast Guard Maritime Search and Rescue Assistance Policy (MSAP)

The Coast Guard Addendum to the United States National SAR Supplement COMDTINST M16130.2D sets forth policy and procedures for handling requests for any type of Search and Rescue (SAR) assistance from the Coast Guard and defines Coast Guard relationships with other possible sources of assistance. It establishes internal Coast Guard policy guidance only and is not intended to confer any right or benefit nor create any obligation or duty to the general public.

The MSAP is the result of an effort enacted by Congress in 1982. It directed the Commandant to "review Coast Guard policies and procedures for towing and salvage of disabled vessels in order to further minimize the possibility of Coast Guard competition or interference with...commercial enterprise." The review was directed because of congressional concern that Coast Guard resources were being used unnecessarily to provide non-emergency assistance to disabled vessels that could be adequately performed by the private sector.

The MSAP represents more than a decade of development of relationships among the Coast Guard, Congress, the commercial towing industry, and the Coast Guard Auxiliary. Each iteration of the MSAP has received close scrutiny. It has been a give-and-take process that has culminated in a policy that is equitable to all stakeholders. Problems have often arisen when individuals or groups have interpreted the MSAP to fit their own particular situation or personal agenda. This contradicts the aim of the policy and creates unnecessary conflict among those for whom it was intended to serve. The key is to follow the policy as it is intended, to seek clarification where necessary, and to collectively ensure that the disabled and/or endangered mariner gets fair, reasonable and consistent service throughout the United States.

81890.11.1 CG Mission

The Coast Guard promotes safety on, over, and under the high seas and waters subject to the jurisdiction of the United States. The Coast Guard is authorized by law to develop, establish, maintain, and operate search and rescue facilities. The Coast Guard is authorized to perform any and all acts necessary to rescue and aid persons; and to protect and save property at any time and at any place where its facilities and personnel are available and can be effectively used. However, there is no legal obligation for the Coast Guard to undertake any particular rescue mission.

81890.11.2 Other Assistance Available

The Coast Guard has often been the only source of readily available assistance to recreational boaters. However, commercial and additional volunteer sources of assistance exist and are capable and willing to provide various services to mariners. Additionally, other federal agencies and many state, county, and local governments have resources which may be capable and willing to assist the Coast Guard or otherwise provide assistance to mariners.

81890.11.3 Commercial Operator's License Required

46 U.S.C. § requires the operator of any vessel that tows a disabled vessel for compensation to have a valid license to operate that type of vessel in that particular geographic area.

81890.11.4 Guiding Principles in Non-Distress Cases

When specifically requested assistance, such as a commercial firm, marina, or friend, is not available, a request for assistance will be broadcasted. If a commercial provider is available and can be on scene within a reasonable time (usually one hour or less) or an offer to assist is made by a responder listed in the previous paragraph, no further action by the Coast Guard, beyond monitoring the incident, will be taken. Otherwise, a Coast Guard Auxiliary facility, if available, or a Coast Guard resource may be used.

NOTE: "Monitoring" of a non-distress incident need not necessarily constitute a radio communications schedule.

Three principles that guide assistance to vessels not in distress are: (a) The first responder on scene with the vessel requesting assistance normally will provide assistance, (b) If a Coast Guard resource or Auxiliary facility takes a disabled vessel in tow, the tow will normally terminate at the nearest safe haven, and (c) Once undertaken, there is no requirement to break the tow except as described below in paragraph 4.1.6.6, "Relief of Tow".

NOTE: General procedures and instructions for towing are contained in the Boat Crew Seamanship Manual, COMDTINST M16114.4 (series) (ref. (e)).

81890.11.5 Marine Assistance Radio Broadcast (MARB)

When specific alternate assistance is not requested or available, the mariner will be informed that a broadcast can be made to determine if someone in the area can come to his or her assistance. (1) If the mariner requesting assistance states that a MARB is not desired or specifically requests that a Coast Guard resource or an Auxiliary facility be dispatched, again outline the policy and notify the mariner that unless a specific request is made for alternate assistance, the mariner must either accept the alternative of letting the Coast Guard make a MARB or arrange for his own assistance. (2) If a MARB is declined, the SMC may monitor the condition of the mariner, but need take no further action unless requested or the situation deteriorates.

81900 Annex XII – Response/Assistance Directory

81910 Sources of Assistance

The information provided here should assist in the rapid identification, coordination, and deployment of firefighting resources. The list given is limited to a few organizations, which cannot be found elsewhere. A list more resources can be found in either the Area Contingency Plan (ACP) or through California OES.

Local Fire Departments also have resource list and should be the primary agency to request them.

81910.1 Coast Guard Firefighting Resources

Coast Guard personnel training levels and equipment capabilities must be evaluated prior to dedicating them for response to shipboard fires. Descriptions and status of Coast Guard cutters, boats, and other equipment can be obtained from the Sector LA/LB. The Sector LA/LB Operations Center should be contacted to request assistance from Coast Guard floating resources.

81910.2 Local Fire Departments

Although the larger ports are equipped with fireboats, most jurisdictions are limited to response by land vehicles.

Very Few local fire departments have fireboats available, Los Angeles Fire Department and Long Beach Fire Department are the only departments equipped with both large and small vessels equipped to handle fires inside and outside the ports and harbors with waterside access. These departments are best suited to determine how and when to use their resources. In an incident outside their jurisdiction these departments need to be contacted early, if their assistance is to be requested.

Agency	Trained in Marine Firefighting	Able to respond with firefighting assets to vessels >300 GT	Able to respond with firefighting assets to vessels between 300 to 100 GT	Able to respond with firefighting assets to vessels under 100 GT
US Coast Guard	No	No	No	No
Los Angeles FD	Yes	Yes	Yes	Yes
Long Beach FD	Yes	Yes	Yes	Yes
Orange County Sheriff Dept.	Yes	No	Yes	Yes
SB City FD	No	No	No	Yes

GT = Gross Tons

81910.3 Office of Emergency Services

This state agency is designed to provide response to many different types of emergencies and can help make notifications and locate resources in the state.

Santa Barbara County OES has and MOU with OSPR to join Unified Command as the Local-On-Scene Coordinator and has the ability to active EAS.

81910.4 Law Enforcement Agencies

Law enforcement officials can assist on scene to control crowds, limit access to the fire area and provide security for staging areas. Law enforcement agencies work closely with city/county emergency service agencies and in most situations have pre-established Memorandum of Understandings.

Agency	Trained in Marine Firefighting	Able to respond with firefighting assets to vessels >300 GT	Able to respond with firefighting assets to vessels between 300 to 100 GT	Able to respond with firefighting assets to vessels under 100 GT
Los Angeles Sheriff Dept	No	No	Incident Dependent	Yes
Orange County Sheriff Dept	No	No	Incident Dependent	Yes

GT = Gross Tons

81910.5 Commercial Sources

Commercial sources from which firefighting equipment could be obtained in an emergency to augment supplies should be considered. Funding for procurement of materials and equipment from commercial sources must be arranged by the party responsible or by the lead agency for the firefighting effort.

Company	Trained in Marine	Able to respond with firefighting	Able to respond with firefighting	Able to respond with firefighting

	Firefighting	assets to vessels >300 GT	assets to vessels between 300 to 100 GT	assets to vessels under 100 GT
Resolve Marine	Yes	Yes	Yes	Yes

81910.6 Tug and Towing Companies

In nearly all burning ship situations, tug companies should be contacted to evaluate their capability and willingness to provide towing services to burning and endangered vessels. The amount of onboard firefighting resources should also be determined.

81910.7 Crane and Barge Companies

Various types of barges may be required to off load a vessel's cargo or fuel' or to provide a staging area if the vessel is not moored to an adequate pier. Ramp barges can transport fire trucks to a vessel. Aerial lift or floating cranes may be required to remove cargo.

Company	Trained in Marine Firefighting	Able to respond with assets to vessels >300 GT	Able to respond with assets to vessels between 300 to 100 GT	Able to respond with assets to vessels under 100 GT
Resolve Marine	Yes	Yes	Yes	Yes

81910.8 Salvage Resources

During and following a vessel casualty, salvage of both vessel and cargo may be part of the response effort. Many factors must be considered in evaluating and planning salvage operations, including availability/location of salvage equipment, potential for pollution, type of response and locations of safe havens where vessels could be towed, if necessary. The U.S. Navy may also be able to assist with emergency salvage. Formal requests for Navy assistance must be submitted via the RRT or Coast Guard chain of command

Agency/ Company	Professional Salvor on Staff or contract	Able to respond with salvage assets to vessels >300 GT	Able to respond with salvage assets to vessels between 300 to 100 GT	Able to respond with salvage assets to vessels under 100 GT	Professional Diver on staff or contract	Salvage or response vessel owned or contracted	Marine Surveyor or Naval Architect on staff or contracted	employer's liability and salvors' liability insurance	24 hour response available in the LA-LB AOR	Distance offshore response limits	Water depth limits for dive/ salvage
USCG Deployable Operations Group	No	Yes (limited equipment)	Yes (limited equipment)	Yes (up to 10 tons dead lift)	Yes	Yes	USCG SERT	limited	Yes	Unlimited	100 ft
Navy SupSalv	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Unlimited	
Resolve Marine Group, Inc.	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		

Salvage assets include but are not limited to dive and support vessels, heavy lift cranes, high capacity pumps, float bags (appropriate to vessel size), damage control equipment, and underwater survey equipment/team

81910.9 Maritime Organizations

Either line handlers or cargo handlers may be required on an emergency basis to assist in moving vessels or removing threatened cargo. Other types of maritime organizations may also be able to provide assistance.

81910.10 Translators

Translators could help in an emergency by eliminating a language barrier between a ship's crew and response personnel. They can also be used to translate documents, piping diagrams and other ship's papers which are frequently written in the language of the crew. A good translator can save many frustrating hours.

81910.11 Chemical Hazard Assessment and Pollution Control

Marine chemists or Local Fire Department's Hazardous Materials Teams are essential to onboard fire monitoring efforts. They have the expertise and equipment to obtain temperature readings, check for presence and concentrations of gases, and provide advice (when applicable) concerning chemical related hazards. The information obtained from marine chemists concerning chemical hazard assessment can be supplemented by contacting CHEMTREC, the chemical industry's response and information center, or the Coast Guard's National Response Center (NRC).

81910.12 Medical Assistance

In any type of firefighting effort there is a potential for injury. The Coast Guard and municipal fire and police departments have trained emergency medical personnel, who in the event of a marine fire or any other type of port disaster should be called upon to give aid or assist as needed. Civilian emergency medical personnel should also be included in requests for medical assistance.

81920 Phone Directory

COAST GUARD:

FIELD UNITS:

Sector Los Angeles-Long Beach	(310) 521-3600 (Routine)
	(310) 521-3815 (24 Hrs, Emergency)
	or (800) 221-USCG
Station Los Angeles	(310) 521-3870
Los Angeles Air Station	(310) 215-2112

PATROL VESSELS:

USCGC BLACKFIN (Santa Barbara)	(805) 966-3093
USCGC BLACKTIP (Oxnard)	(805) 985-7518
USCGC HALIBUT (Marina Del Rey)	(310) 823-2300
USCGC NARWAL (Corona Del Mar)	(714) 673-0420

OTHER COAST GUARD UNITS:

National Response Center (Washington, DC)	(800) 424-8802
Pacific Strike Team (Novato, CA)	(415) 883-3311
Salvage Team (Washington, DC)	(202) 366-6441
Coast Guard District 11	
Operations Center	(510) 437-3701
Public Affairs (ISC San Pedro)	(310) 521-4260
USCGC GEORGE COBB (San Pedro)	(310) 521-4580

FIREFIGHTING SPECIALISTS:

Resolve Fire and Hazmat, Inc.
2150 W 15th Street
Long Beach, CA 90813
Shipboard Fire Fighting & Salvage
24 hrs 954-764-8700

Williams Fire and Hazard Control
PO Box 1359
Maurice, TX 77626
Shipboard Firefighting
24 Hrs. (281) 999-0276
(409) 727-2347

LOCAL FIRE DEPARTMENTS:	911
Los Angeles City Fire Department	(213) 485-6180/6185 Dispatch
Long Beach City Fire Department	(562)570-2960 Dispatch
Los Angeles County Fire Department	(323) 881-6183 Dispatch
Santa Barbara City Fire Department	(805) 965-5252 Dispatch
Santa Barbara County Fire Department	(805) 692-5723 Dispatch

LOCAL FIRE DEPARTMENT HAZMAT	911
Los Angeles City Fire Department	
Los Angeles County Fire Department	
Long Beach Fire Department	(562)570-2960 Dispatch
Orange County Fire Department	
Santa Barbara City Fire Department	(805) 965-5252 Dispatch

Santa Barbara County Fire Department	(805) 692-5723 Dispatch

LOCAL LAW ENFORCEMENT 911

Orange County Sheriff's Department	(949) 723-1002 / 1003
Harbor Patrol Division	
Newport Harbor-Sunset Harbor-Dana Point Harbor	

MARINE CHEMIST:

Harbor Testing Laboratory Inc:	(562) 492-9646 24 Hrs
(310) 292-4995	

MARITIME ORGANIZATIONS:

International Longshoremen's & Warehousemen's Union ILWU, Daytime	(213) 830-1130

PORT AUTHORITIES:

Port of Los Angeles	
Harbor Dept:	(310) 519-3500 24hrs
(Wharfinger)	(310) 519-3810
Port of Long Beach	
Harbor Dept:	(310) 437-0043
Daytime Dispatcher	(310) 590-4185
Santa Monica Harbor Dept	(310) 394-3261 24 hrs
Redondo Beach Harbor Dept	(310) 318-0632 24 hrs
Orange County Sheriff's Department	(949) 723-1002 / 1003
Harbor Patrol Division	
Newport Harbor-Sunset Harbor-Dana Point Harbor	
Oxnard Harbor, Port Hueneme	(805) 488-4615

STATE AGENCIES:

O.E.S.	(800) 852-7550
Dept of Fish and Game	
(Long Beach)	(562) 499-6374
24 Hrs.	(916) 445-0045
State Lands	(562) 590-5201

Regional Water Quality	(714) 684-9330
(Orange County Area)	
LA. County Area	(213) 266-7500
Division of Oil and Gas	(310) 590-5311
Air Quality Management	(800) 572-6306

TRANSLATORS:

1. Contact the vessel's agent; they may have someone on their staff that speaks the language.

2. Contact the country's local consular office, if available, for assistance.

3. Local translators:

USCG Auxiliary	(310) 521-6170
AA International Translations and Linguistics	(310) 376-5553
AT&T Language service	1-800-528-5888
AD EX Worldwide	(800) 223-7753

Berlitz Translation Services (310) 328-7722

82000 Annex XIII – Marine Firefighting and Salvage Response Checklists
82010 Marine Firefighting Checklist

82010.11.1 MARINE FIREFIGHTING CHECKLIST

Part I – Initial Information

Name of Reporting Person:	Phone: ( ) --	Address:

Reporting Person's Relationship to Incident (check box):
☐ Agent ☐ Master/CEO ☐ Working Party (Title:) ☐ Other (Specify:)

Nature of Incident (check box):
☐ Vessel Fire ☐ Facility Fire ☐ Explosion ☐ Collision ☐ Other (Specify:)

Part II – Location of Incident

Latitude: ° . " N	**Longitude:** ° . " W

Vessel Fire

Vessel Name:	Call Sign:	Exact Location of Fire (i.e. compartment, deck):

Agent Name:	Agent Phone:	Vessel Flag:

Marina:	Berth:	Anchorage:	Address (if applicable):

Facility Fire

Facility Name:	Exact Location of Fire (i.e. where on facility):
Facility Phone:	Address (if applicable):

Part III – Fire and Safety Information

Fire Details

Status of Fire (circle one): **Extinguished / Contained / Out of Control**	Class of Fire (check box): ☐ Alpha (paper, wood, etc.) ☐ Bravo (fuels) ☐ Charlie (electrical) ☐ Delta (metals)
Firefighting Efforts (check box): ☐ None taken at time of report ☐ In progress with *vessel/facility crew*	Source of Fire (check box): *Source known*? ☐ NO ☐ YES

☐ In progress with *outside assistance*: Specifiy:_____	*Source Secured*? ☐ NO ☐ YES

Shipboard/Facility Firefighting Systems:

Type(s) Available Resources	Type(s) EXPENDED	Remaining
_____	_____	
_____		

Safety Information

Personnel Status (check boxes): Are there any personnel casualties? ☐ NO ☐ YES #: _____	☐ Missing OR trapped ☐ Injured ☐ Dead Type(s) of Injuries: _____ _____ _____ Location(s): _____ _____ _____ _____ _____	MEDIVAC requested? ☐ NO ☐ YES

Vessel Status: Can vessel maneuver? ☐ NO ☐ YES	Does Master wish to Anchor/Moor vessel? ☐ NO ☐ YES

Part IV – Surrounding Area Hazards

Cargo Information:

Type: _____ Quantity: _____ Distance from Fire: _____ Location: _____

Type: _____ Quantity: _____ Distance from Fire: _____ Location: _____

Type: _____ Quantity: _____ Distance from Fire: _____ Location: _____

Type: _____ Quantity: _____ Distance from Fire: _____ Location: _____

Dangerous/Hazardous Information:

Type: _____ Quantity: _____ Distance from Fire: _____ Location: _____

Type: _____ Quantity: _____ Distance from Fire: _____ Location: _____

Type: _____ Quantity: _____ Distance from Fire: _____ Location: _____

Type: _____ Quantity: _____ Distance from Fire: _____ Location: _____

Nearby Vessels/Facilities:

Type: _____ Name: _____ Distance from Fire: _____

Type: _____ Name: _____ Distance from Fire: _____

Type: _____ Name: _____ Distance from Fire: _____

Type: _____ Name: _____ Distance from Fire: _____

82020 Rapid Salvage Survey

Rapid Salvage Survey

Fill this sheet out as completely as possible, when seeking salvage engineering assistance, and contact the SERT duty member using the contact information listed on page 2 of this document. All fields marked with an "*" are necessary for increased accuracy of salvage calculations. This document can be found at www.uscg.mil/hq/msc/casinfo.pdf

Vessel Name: _____ O.N. / Class ID: _____

Dimensions: *L: _____ *B: _____ *D: _____

Vessel Specifics: *Full Load Draft: _____ *Service Speed: _____

*Vessel Type:
- ☐ Barge Carrier
- ☐ Barge w/o rake
- ☐ Barge w/rake
- ☐ Tank Ship
- ☐ Bulk Carrier
- ☐ Break Bulk
- ☐ Containership
- ☐ RO/RO
- ☐ LPG/LNG Carrier
- ☐ OBO
- ☐ Other: _____

Type of Casualty: *(Check all that apply)*

- ☐ Fire
- ☐ Explosion
- ☐ Grounding
- ☐ Collision/Allision
- ☐ Flooding
- ☐ Sinking
- ☐ Capsizing
- ☐ Oil/HAZMAT spill
- ☐ Structural Damage
- ☐ Other:_____

Date/Time of Casualty: _____ Position: Lat. _____ Long. _____

Reported Damage/Pollution

_____

_____

***Drafts**

Pre-Casualty Date/Time Taken:_____.			Post-Casualty Date/Time Taken:_____.	
Port	Starboard		Port	Starboard
		Forward		
		Midships		
		Aft		

***Bottom Type**

- ☐ Silt/mud
- ☐ Sand
- ☐ Coral
- ☐ Rock
- ☐ N/A

Sheet 1 of 2

USCG MSC SERT (REV 01/04)

Description of Vessel Cargo

_____

_____

Aim/intent of Salvage Operation: *(Check all that apply)*

☐ Lighter/Transfer ☐ Dewatering ☐ Lifting ☐ Towing
☐ Patching ☐ Beach Gear ☐ Other_____

Technical Assistance Requested: *(Check all that apply)*

What technical assistance would you like us to provide:

☐ Salvage Plan Review ☐ Oil Outflow Analysis ☐ Ground Reaction
☐ Force to Free ☐ Structural Analysis ☐ Stability Analysis
☐ Review Lightering Plan ☐ Other: _____

Salvage Information Available: *(Check all that apply)*

☐ General Arrgmnt Plan ☐ Loading Plan ☐ Trim & Stability Book
☐ Section Modulus ☐ Midship Section
☐ Computer Model (HECSALV, GHS, SCHP, Etc.) ☐ Other_____

Your Contact Information

CG Contact: _____(name) _____(phone)

_____(fax) _____(other)

SERT Contact Information

Workday Contact Information (M-F, 0700-1600):
Day Telephone: (202) 366-6480
Duty Member Cell: (202) 327-3985
Day Fax: (202) 366-3877 mark fax "Salvage Team - URGENT"

After Hours Contact Information:
Flag Plot 1-800-323-7233
Duty Member Cell: (202) 327-3985

82030 Salvage Plan and Information Checklist

A. General Salvage Survey

Vessel Name: _____ O.N. / Class ID: _____

Dimensions: *L: _____ *B: _____ *D: _____

Vessel Specifics: *Full Load Draft: _____ *Service Speed: _____

*Vessel Type:
- ☐ Barge Carrier
- ☐ Barge w/o rake
- ☐ Barge w/rake
- ☐ Tank Ship
- ☐ Bulk Carrier
- ☐ Break Bulk
- ☐ Containership
- ☐ RO/RO
- ☐ LPG/LNG Carrier
- ☐ OBO
- ☐ Other: _____

***Type of Casualty:** *(Check all that apply)*

- ☐ Fire
- ☐ Explosion
- ☐ Grounding
- ☐ Collision/Allision
- ☐ Flooding
- ☐ Sinking
- ☐ Capsizing
- ☐ Oil/HAZMAT spill
- ☐ Structural Damage
- ☐ Other: _____

Date/Time of Casualty: _____ Position: Lat. _____ Long. _____

***Drafts**

Pre-Casualty Date/Time Taken: _____			Post-Casualty Date/Time Taken: _____	
Port	Starboard		Port	Starboard
		Forward		
		Midships		
		Aft		

Is the Vessel visibly in Hog/Sag: ☐Hog ☐Sag ☐N/A

***Bottom Type**

☐ Silt/mud ☐ Sand ☐ Coral ☐ Rock ☐ N/A

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***Reported Damage/Pollution**

_____

_____

_____

_____

***Description of Cargo by Tank**

Pre-Casulaty Loading: : ☐ Available and Attached ☐ Not Available

Post-Casualty Loading: ☐ Available and Attached ☐ Not Available

A loading description should be provided and include the following information for all fuel oil, lube oil, feed water, potable water, ballast water, and cargo tanks: (1) Tank Name, (2) Type of Cargo, (3) Current Tank Capacity, (4) API/Temp, (5) Inerted, and (5) Specific Vol.

Water Depth Around Vessel

Location	Port	Starboard
Forward		
Midships		
Aft		

Status of Vessel

Secured? ☐Yes ☐No

How Secured? ☐Beach Gear ☐Ballasted Down ☐Other_____

Lively? ☐Yes ☐No

Description of Lively Condition:_____

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Additional Surveys Completed

Topside Survey Completed? ☐ Available and Attached ☐ Not Available

Interior Hull Survey Completed? ☐ Available and Attached ☐ Not Available

Dive Survey Completed? ☐ Available and Attached ☐ Not Available

Status of Vessel Systems

Main Propulsion and Steering:_____

Fire Fighting Equipment:_____

Cargo Transfer Pumps:_____

Additional Vessel Particulars

Flag _____ Year Built: _____

Builder & Hull No. _____

Class Society _____ Class ID No._____

Stern Type: ☐ Transom ☐ Cruiser

No. of Screws _____

Lightship: Displacement _____(Long Tons)

Full Load: Displacement _____(Long Tons)

Deadweight: _____(Long Tons)

TPI _____ (at normal displacement)

MT1 _____ (at normal displacement)

House Location: ☐ Aft, ☐ ¾ Aft, ☐ MS, ☐ FWD

Engine Room: ☐ Aft, ☐ ¾ Aft, ☐ MS

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Structural and Stability Information Available: *(Check all that apply)*

Computer model: ☐ HECSALV ☐ GHS ☐ SHCP ☐ Other_____

Trim & Stability Book:	☐ Available	☐ Not Available
Loading Manual:	☐ Available	☐ Not Available
Hydrostatics/Curves of Form:	☐ Available,	☐ Not Available
Capacity Plan:	☐ Available	☐ Not Available
Lines Plans:	☐ Available	☐ Not Available
General Arrangements:	☐ Available	☐ Not Available
Onboard Loading Computer:	☐ Available	☐ Not Available
Plans for structural sections at midship & cargo area:		
	☐ Available	☐ Not Available

Contact Information

CG Contact: _____(name) _____(phone)

_____(fax) _____(other)

Owner/ Rep.: _____ phone: _____

FAX:_____ pager: _____

QI / Local Contact: _____ phone: _____

FAX:_____ pager: _____

Salvage Master: _____ phone: _____

FAX:_____ pager: _____